



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

December 14, 1997 - December 20, 1997

Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
- VI Joint Aircraft System/Component Code Table

ISSUE: 97-51



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

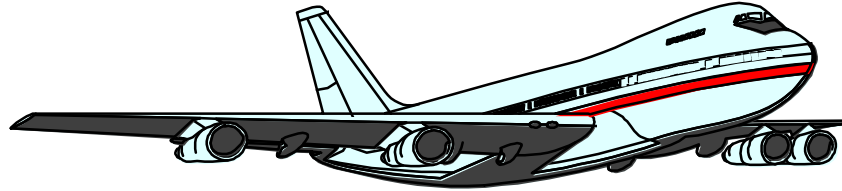
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

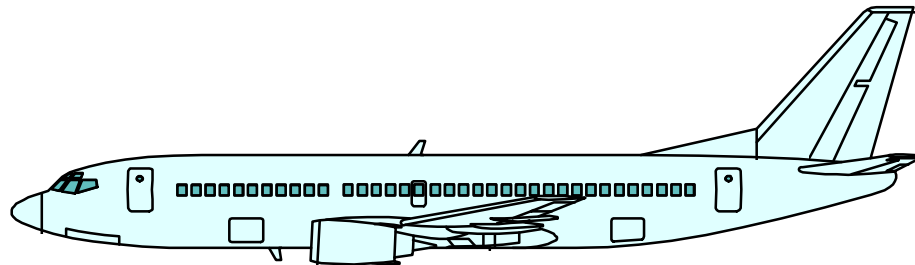
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

12/14/97 - 12/20/97 ISSUE: 97-51 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7170 NVEA	293AT 293	AEROSP ATR42300				DRAIN LINE S7171001401500	BROKEN RT ENGINE		11/18/97 NVEA9700018
*****	ALB - DURING ROUTINE OVERNIGHT MAINTENANCE, RIGHT ENGINE COWLING WAS OPENED UP AND EVIDENCE OF FIRE WAS PRESENT. THE FIRE OCCURRED IN AN ISOLATED AREA LOCATED AT THE AFT LOWER SECTION OF THE ENGINE. THE AREA WAS CLEANED AND INSPECTED IAW ATR MM AND NO STRUCTURAL DAMAGE WAS DISCOVERED. SUBMITTER STATES, SUSPECT CAUSE OF FIRE WAS AFT CASE DRAIN LINE WAS BROKEN AT ENGINE FITTING REFAD97-17-05. ALSO, FOUND FUEL MANIFOLD DRAIN LINE CRACKED. REPLACED ALL DRAIN LINES, NOZZLES, TRANSFER TUBES O-RINGS, AND ALSO RINGS IN AREA OF FIRE. NO DAMAGE WAS FOUND TO COWLINGS, ENGINE WIRING HARNESS OR FIRE SHIELDS. (M)								
7250		BAC 146200A	LYC ALF502R5			NOZZLE 2121100R73	DAMAGED TURBINE SECTION		4/4/97 5981 AU970410
*****	(AUS) NO3 ENGINE SECOND STAGE TURBINE BLADES (3OFF) HAD APPROXIMATELY ONE THIRD OF THE BLADE MISSING AND THREE MORE BLADES WITH APPROXIMATELY ONE QUARTER OF THE BLADE MISSING - INVESTIGATION FOUND THAT THE SECOND STAGE TURBINE NOZZLE REAR INNER SHROUD WAS CRACKED ALLOWING THE SHROUD TO RUB ON THE SECOND STAGE TURBINE DISC								
7603 K3HA	8883Z 21580	BOEING 727225	PWA JT8D17A			THROTTLE LEVER	LOOSE NR 3 ENGINE		12/10/97 K3HA9700135
*****	ON DESCENT, NR 3 ENGINE FAILED TO RESPOND TO THROTTLE. ENGINE SHUTDOWN BY KIWI PROCEDURES AND A/C LANDED IN NEWARK WITHOUT FURTHER INCIDENT. SHUTDOWN WAS 14 MINUTES WITH POSITIVE OIL PRESSURE. FOUND CROSSOVER SHAFT THROTTLE LEVER NUT BACKED OFF AND LEVER LOOSE. RESECURED LEVER ARM TIGHTENED AND SAFETIED NUT PER PWA 72-60-10. RAN ENGINE, OPS CHECKS OK.								
2560		BOEING 737275	PWA JT8D9A		SCOTT 28970127	MASK 289705	SEPARATED INHALE BAG		10/7/97 CA971015018
*****	(CAN) TWO EXAMPLES OF BAG SEPARATION AT THE ULTRASONIC BOND BETWEEN THE INLET CHECK RING AND THE BASE. THIS ALLOWED THE INHALATION BAG TO SEPARATE FROM THE UNIT. FOUND DURING DEPLOYMENT WHEN PULLED ON THE BAG TO OPEN THE FLOW VALVE.								
4920		BOEING 737376		GARRTT GTCP85		TURBINE 38420722	FAILED APU CORE ENGINE		4/12/97 3257 AU970421
*****	(AUS) APU FAILED - DEBRIS EXITING FROM EXHAUST - INVESTIGATION FOUND THAT THE TURBINE WHEEL AND SHAFT ASSEMBLY FAILED AND HUB SEPARATED DUE TO 'HAFNIUM INCLUSION'								
3244 JO1R	90UC 1023	CNDAIR CL6001A11				TIRE 256K433	DEFECTIVE SIDEWALL		11/25/97 97ZZZX5136
*****	DURING POST-FLIGHT INSPECTION, A BUBBLE WAS FOUND ON THE SIDEWALL OF TIRE. AFTER TIRE WAS REPLACED, THE S/N WAS CHECKED AGAINST ANOTHER TIRE THAT HAD BEEN REMOVED PREMATURELY FOR AIR LEAKING FROM WEEP HOLES IN SIDEWALL. THAT TIRE S/N WAS 7102030. SINCE THESE 2 TIRES WERE PURCHASED IN A LOT OF 3, THE THIRD TIRE, SN 71020929, WAS RESEARCHED. THIS TIRE HAD ALSO BEEN REMOVED FROM SERVICE PREMATURELY BECAUSE IT HAD BEEN FOUND ON A POST-FLIGHT WITH VERY LOW PRESSURE. A VISIBLE PUNCTURE HOLE HAD BEEN PRESUMED TO BE AT FAULT, THOUGH THE TIRE WAS NOT TOTALLY FLAT. SUBMITTER STATED IT APPEARS SOME SORT OF MANUFACTURING DEFECT IN THAT S/N BATCH CAUSED ALL 3 DEFECTS. 69 LANDINGS SINCE NEW.								
2720		DHAV DHC8311				PIVOT ASSEMBLY 82710019001	RESTRICTED RUDDER PEDAL		9/21/97 CA971007005
*****	(CAN) DURING THE TAKEOFF ROLL, AT APPROXIMATELY 80 KNOTS, THE RUDDER PEDALS BECAME RESTRICTED. TAKEOFF ABORTED. INSPECTION CARRIED OUT. PIVOT ASSEMBLY AND ASSOCIATED BUSHINGS WERE REPLACED.								
2750 TWAA	491SA 45799	DOUG DC915				RETRACT MECH	MALFUNCTIONED TE FLAPS		11/21/97 TWAA9713701
*****	STL - FLT 218 - AT 14,000 DURING DESCENT INTO STL, FLAPS UNCOMMANDED DEPLOYED TOWARD 10DGR AT 300 KTS, WITHIN 5 SECONDS WERE PLACED TO UP. ACCOMPLISHED CHECKS PER MM 5-51-0 PAGE 609 SECTION D FOUND OK FOR SERVICE. (M)								

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
6111 MEJA	163MA TC236	SWRNGN SA226TC		HARTZL HCB3TN5		BLADE T10282N	CRACKED LT PROPELLER		11/7/97 97ZZZM1209
*****	DURING A SERV CHECK INSPECTION, A MECH DISCOVERED A CRACKED BLADE ON THE LT PROPELLER. THE HAIRLINE CRACK IS ABOUT ONE AND ONE HALF INCHES LONG AND IS LOCATED ABOUT 6 INCHES INBOARD FROM THE END OF THE PROPELLER BLADE ON THE TRAILING EDGE. MAINTENANCE REMOVED THE CRACKED PROPELLER AND INSTALLED A REPAIRED PROPELLER. A DIRECTIVE WAS ISSUED TO INSPECT THE FLEET FOR ANY OTHER CRACKED PROPELLER BLADES. NO OTHER BLADES WERE FOUND WITH ANY CRACKS. THE EXACT TIME ON THE BLADE IS UNKNOWN SINCE THE RECORDS PRIOR TO THE PREVIOUS OVERHAUL ARE UNAVAILABLE. TOTAL TIME SINCE NEW ON PROP 5,927.7 HOURS WITH A TIME SINCE OVERHAUL OF 2126.7 HOURS. (M)								
5210		SWRNGN SA227AC		ROTOL R321482F8		DIAPHRAGM	BLOCKED DOOR SEAL		9/18/97 CA970926005
*****	(CAN) CREW UNABLE TO OPEN THE PASSENGER DOOR AND HAD TO LEAVE AIRCRAFT VIA ONE OF THE OVERWING EMERGENCY EXITS. AFTER A BRIEF PERIOD CREW WERE ABLE TO OPEN DOOR. INSPECTION FOUND THE DOOR LOCK SAFETY HOOK ACTUATING DIAPHRAGM AMBIENT AIR PRESSURE REFERENCE ORIFICE WAS PARTIALLY BLOCKED BY DEBRIS CREATED WHEN THE DOOR WAS BEING PREPARED PREVIOUSLY FOR PAINTING. THIS REFERENCE ORIFICE ENABLES THE LOCK ACTUATING DIAPHRAGM TO REASSERT ITSELF AFTER AIRCRAFT PRESSURIZATION AIR, AND DOOR SEAL PRESSURE IS RELIEVED ON LANDING TOUCH DOWN. THIS RELIEVES THE DOOR LOCK SAFETY HOOK AND ALLOWS THE DOOR TO BE OPENED.								
7120		SWRNGN SA227AT	GARRTT TPE33111U	ROTOL R321482F8		TRUSS 2762114081	CRACKED ENGINE MOUNT SEC		3/19/97 AU970339
*****	(AUS) ENGINE MOUNT ASSEMBLY CRACKED BETWEEN TWO WELDED SEAMS IN AREA OF UPPER REAR CLUSTER								
7320 MEJA	26906 AC654B	SWRNGN SA227AC	GARRTT TPE33111U			P2T2 SENSOR	FROZEN RT ENGINE		10/6/97 97ZZZM1211
*****	WHILE EN ROUTE FROM ANC TO BET, THERE WAS A DROP IN TORQUE AND EGT ON THE RIGHT ENGINE. THE CREW DID AN AIR TURNBACK ANC. MAINTENANCE DETERMINED THAT THE P2T2 SENSOR FROZE DURING FLIGHT. MAINTENANCE THE COMPLIED WITH PARA B OF AD 97-15-10 BY COMPLYING WITH ALLIED SIGNAL SB TPE 331-73-0235. PARAGRAPH A OF THE AD WAS NOT APPLICABLE. (M)								

(End of SIGNIFICANT OCCURRENCE REPORT)

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

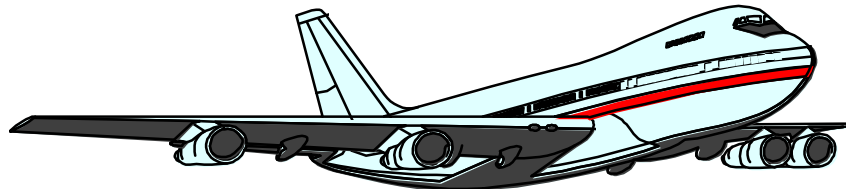
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 12/14/97 To 12/20/97

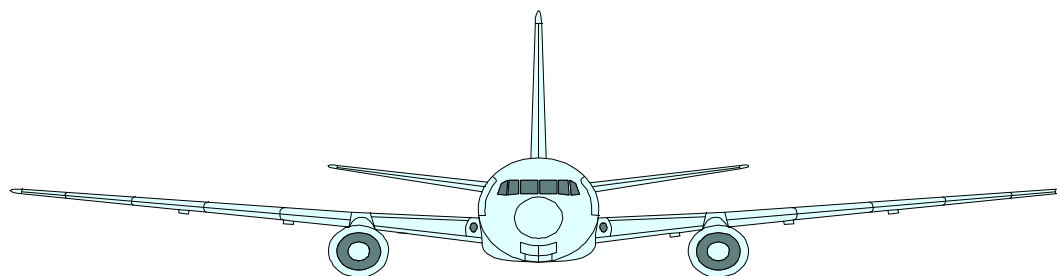
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>										
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
2121100R73													
NOZZLE	146200A	1	-	-	-	-	-	-	-	-	-	-	1
STAGE 2 NOZZLE	BAE146200A	1	-	-	-	-	1	-	-	-	-	-	-
TOTAL of # 2121100R73 - - - - -		2	-	-	-	-	1	-	-	-	-	-	1
256K433													
TIRE	CL6001A11	1	-	-	-	-	-	-	-	-	-	-	1
	CL6013A	3	-	-	-	-	-	-	1	1	1	-	-
TOTAL of # 256K433 - - - - -		4	-	-	-	-	-	-	1	1	1	-	1
2762114081													
TRUSS	SA227AT	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 2762114081 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
289705													
MASK	737275	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 289705 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
3011155													
TRANSFER TUBE	1900	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 3011155 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
38420722													
TURBINE	737376	1	-	-	-	-	-	-	-	-	-	-	1
TURBINE WHEEL	727222	1	-	-	-	-	-	-	-	-	1	-	-
	737291	1	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 38420722 - - - - -		3	-	-	-	-	-	-	-	-	1	1	1
6890917													
NOZZLE	206B	1	-	-	-	-	-	-	-	-	-	-	1
	369D	1	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 12/14/97 To 12/20/97 (cont'd)

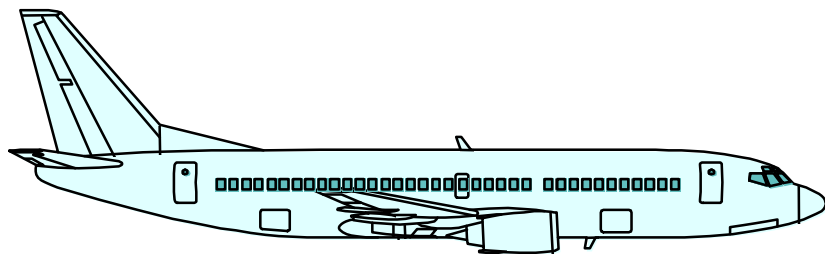
<u>PART NUMBER</u>		<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
TOTAL of # 6890917 - - - - -		2	-	-	-	-	-	-	-	-	-	-	2
82710019001													
PIVOT ASSEMBLY	DHC8311	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 82710019001 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
S7171001401500													
DRAIN LINE	ATR42300	1	-	-	-	-	-	-	-	-	-	-	1
	ATR42320	2	-	-	-	-	1	-	-	-	-	-	1
TOTAL of # S7171001401500 - - - - -		3	-	-	-	-	1	-	-	-	-	-	2
T10282N													
BLADE	SA226TC	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # T10282N - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (16) PART NUMBERS: - - - -		19	-	-	-	-	2	-	1	1	2	1	12
END OF SIGNIFICANT OCCURRENCE REPORT INDEX													



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**12/14/97 - 12/20/97 ISSUE: 97-51 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7170 NVEA *****	293AT 293	AEROSP ATR42300				DRAIN LINE S7171001401500	BROKEN RT ENGINE	11/18/97	NVEA9700018
ALB - DURING ROUTINE OVERNIGHT MAINTENANCE, RIGHT ENGINE COWLING WAS OPENED UP AND EVIDENCE OF FIRE WAS PRESENT. THE FIRE OCCURRED IN AN ISOLATED AREA LOCATED AT THE AFT LOWER SECTION OF THE ENGINE. THE AREA WAS CLEANED AND INSPECTED IAW ATR MM AND NO STRUCTURAL DAMAGE WAS DISCOVERED. SUBMITTER STATES, SUSPECT CAUSE OF FIRE WAS AFT CASE DRAIN LINE WAS BROKEN AT ENGINE FITTING REFAD97-17-05. ALSO, FOUND FUEL MANIFOLD DRAIN LINE CRACKED. REPLACED ALL DRAIN LINES, NOZZLES, TRANSFER TUBES O-RINGS, AND ALSO RINGS IN AREA OF FIRE. NO DAMAGE WAS FOUND TO COWLINGS, ENGINE WIRING HARNESS OR FIRE SHIELDS. (M)									
3080 RAIA	723TE 283	AEROSP ATR72202				ICE DETECTOR O871BN33	FAILED LT WING	14917	11/5/97 RAIA971103
FLT 7400 - STL - ICE ADVISORY INDICATOR INOPERATIVE DURING ICING CONDITIONS. MAINTENANCE REPLACED ICE DETECTOR PROBE. (M)									
3350 SIMA	498AT 498	AEROSP ATR72212				BATTERY PACK 3013017	DISCHARGED CABIN	11/23/97	SIMA973272
ORD - FLT 4132 - ALL EMERGENCY LIGHTS INOPERATIVE. REPLACED ALL EMERGENCY BATTERY PACKS. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. REF: OPERATOR CONTROL NR 97ZZZX5147, 97ZZZX5148, AND 97ZZZX5149. (X)									
3350 SIMA	498AT 498	AEROSP ATR72212				BATTERY PACK 3013017	DISCHARGED CABIN	11/23/97 97ZZZX5147	
ORD - FLT 4132 - ALL EMERGENCY LIGHTS INOPERATIVE. REPLACED ALL EMERGENCY BATTERY PACKS. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. REF: OPERATOR SIMA97327-2, 97ZZZX5148 AND 97ZZZX5149. (X)									
3350 SIMA	498AT 498	AEROSP ATR72212				BATTERY PACK 3013017	DISCHARGED CABIN	11/23/97 97ZZZX5148	
ORD - FLT 4132 - ALL EMERGENCY LIGHTS INOPERATIVE. REPLACED ALL EMERGENCY BATTERY PACKS. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. REF: OPERATOR SIMA97327-2, 97ZZZX5147 AND 97ZZZX2149. (X)									
3350 SIMA	498AT 498	AEROSP ATR72212				BATTERY PACK 3013017	DISCHARGED CABIN	11/23/97 97ZZZX5149	
ORD - FLT 4132 - ALL EMERGENCY LIGHTS INOPERATIVE. REPLACED ALL EMERGENCY BATTERY PACKS. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. REF: OPERATOR SIMA97327-2, 97ZZZX5147 AND 97ZZZX5148. (X)									
2360 AALA	91050 423	AIRBUS A300B4605R				STATIC WICK	CORRODED WING TE	10/8/97 AALA971953	
TUL - HEAVY CORROSION UNDER AND AROUND STATIC WICK INBOARD OF WINGLET AT TRAILING EDGE. REPAIRED CORROSION PER ESO 30595 DATED 10-07-97. (M)									
5311 AALA	91050 423	AIRBUS A300B4605R				FRAME	CORRODED FUSELAGE	10/9/97 AALA971945	
TUL - BELL FRAME NR 58 HAS CORROSION FROM 54L TO 54R. CUT OUT CORROSION AND INSTALLED DOUBLER PER SRM 53-10-13. (M)									
5311 AALA	70054 461	AIRBUS A300B4605R				FRAME	CORRODED FUSELAGE	11/5/97 AALA972117	
TUL - FRAME 38 CORRODED STRINGER 53L TO 53R. REMOVED CORRODED SECTION AT FRAME 38 FROM STRINGER 53L TO 54R AND INSTALLED SPLICE PER SRM 53-10-13-2 WITH NEW SHEAR TIES. (M)									
5313 AALA	91050 423	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE	10/9/97 AALA971942	
TUL - STRINGER 44L IS CORRODED AT FRAME 69. REMOVED CORRODED AREA AND INSTALLED NEW SECTION OF STRINGER PER SRM 53-10-14-2. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5313 AALA	91050 423	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE		10/9/97 AALA971937
TUL - STRINGER 46L AT FRAME 69 HAS CORROSION. REMOVED CORROSION STRINGER AND INSTALLED NEW SECTION PER SRM 53-10-17-2. (M)									
5313 AALA	70054 461	AIRBUS A300B4605R				STRINGER	CORRODED BS 3885-3991		11/5/97 AALA972121
TUL - STRINGER 52L CORRODED FROM FRAME 58 TO FRAME 60. REMOVED DAMAGED STRINGER SECTION AND INSTALLED FAB PART AND SPLICED PART PER SRM 53-10-14, ALODINE PRIMED AND PAINTED PER SRM 51-78-10. (M)									
5313 AALA	70054 461	AIRBUS A300B4605R				STRINGER	CORRODED BS 3885-3938		11/5/97 AALA972122
TUL - STRINGER CORRODED FROM FRAME 58 TO FRAME 59, STRINGER 50L. REMOVED AND REPLACED, STRINGER SECTION WITH FAB PART ALODINE, PRIMED AND PAINTED PER SRM 51-74-10 AND INSTALLED PART PER 53-10-74. (M)									
5320 AALA	91050 423	AIRBUS A300B4605R				SUPPORT	CORRODED BS 4574		10/10/97 AALA971963
TUL - FLOOR SUPPORT HAS CORROSION DAMAGE AT RIGHT AISLE, FOURTH TRACK FROM RIGHT SIDE. INSTALLED NEW FLOOR SUPPORT BETWEEN FRAME 70 TO 72 PER 51-72-10 AND ESO 30595 DATED 10-9-97. (M)									
5320 AALA	91050 423	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		9/29/97 AALA971948
TUL - LAVATORY 2 FLOOR SUPPORT UNDERSIDE HAS CORROSION, FRAME 72 TO 74. REMOVED AND REPLACED LAVATORY 2 FLOOR SUPPORT FRAME 72 TO 74 REF SRM 51-72-10, PER SRM 51-21-00-0. (M)									
5320 AALA	91050 423	AIRBUS A300B4605R				SPLICE	CORRODED FUSELAGE		10/9/97 AALA971969
TUL - FOUND CORROSION ON STRINGER SPLICE STRINGER 44L AT FRAME 58. REMOVED AND REPLACED STRINGER SPLICE AT FRAME 58 AT 44L PER SRM 53-10-14. (M)									
5320 AALA	91050 423	AIRBUS A300B4605R				SUPPORT	CORRODED BS 1163		10/7/97 AALA971971
TUL - FOUND CORRODED BEYOND LIMITS TOP FWD SIDE LEFT NOSE GEAR DOOR SUPPORT FOR UPLOCK. REPLACED PART AND RIGGED PER CARD NR 7209/ E58 NR 0095203. (M)									
5320 AALA	91050 423	AIRBUS A300B4605R				BEAM	CORRODED CARGO COMPT		10/10/97 AALA971972
TUL - DOOR SEAL BEAM HAS DEEP CORROSION BETWEEN FRAME 59 AND 60. INSTALLED DOUBLER PER SRM 51-71-50-2 PAGE 205. (M)									
5320 AALA	70054 461	AIRBUS A300B4605R				SHEAR TIE	CORRODED BS 3938		11/6/97 AALA972140
TUL - FOUND CORROSION ON SHEAR TIE FLANGE. REPLACED SHEAR TIE PER SRM 51-74-10. (M)									
5347 AALA	91050 423	AIRBUS A300B4605R				TRACK	CORRODED CABIN		9/29/97 AALA971959
TUL - CORROSION AROUND FLOORBOARD ATTACHMENT HOLES, TRACK NR 10. DRILLED, PRIMED AND PAINTED. INSTALLED NEW TRACK SECTION PER SRM 57-72-10-0. (M)									
5347 AALA	91050 423	AIRBUS A300B4605R				TRACK	CORRODED CABIN		9/29/97 AALA971961
TUL - CORROSION AROUND SEAT ATTACHMENT HOLES, TRACK NR 10. DRILLED, PRIMED AND PAINTED AND INSTALLED NEW TRACK SECTION PER SRM 51-72-10-0. (M)									

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5347 AALA	91050 423	AIRBUS A300B4605R				TRACK	CORRODED CABIN	9/29/97	AALA971970
TUL - FOUND TRACK 8A, UPPER SURFACE HAS CORROSION. REMOVED AND REPLACED TRACK 8A PER SRM 51-72-10 PER SRM 51-21-00-0. (M)									
5347 AALA	91050 423	AIRBUS A300B4605R				SEAT TRACK 5467687	CORRODED BS 1552	10/8/97	AALA971951
TUL - FOUND CORROSION AROUND FLOORBOARD ATTACHMENT HOLES AND SEAT LOGS, TRACK NR 10 RIGHT SIDE. REPLACED SECTION OF SEAT TRACK BETWEEN FRAMES 21 TO 26 PER AARD 51-10-00. (M)									
5730 AALA	91050 423	AIRBUS A300B4605R				SKIN	CORRODED WING TE	10/8/97	AALA971956
TUL - TRAILING EDGE OF WING APPROX 7 FEET FROM WINGLET HAS DEEP CORROSION. REPAIRED AREA IAW ESO30595 DATED 10-07-97. (M)									
2150 NWAA	313US 153	AIRBUS A320211				VALVE VFT300A1AMDTA	FAULTED FUSELAGE	18053 16	12/12/97 9723163213
DURING CLIMB, RECEIVED VENT SKIN VALVE FAULT AND UNABLE TO PRESSURIZE AIRCRAFT. DIVERTED TO MKE AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE SKIN AIR OUTLET VALVE. OPERATIONAL CHECK OK.									
3240 NWAA	344NW 388	AIRBUS A320212				TEMP SENSOR C20229001	MALFUNCTIONED MLG BRAKE	12/10/97	9723153244
FOLLOWING APPLICATION OF TAKEOFF POWER, RECEIVED BRAKES HOT MESSAGE AND ABORTED TAKEOFF AT VERY LOW SPEED. RETURNED TO THE GATE WITH NR 3 BRAKE INDICATING HIGH TEMPERATURE. MAINTENANCE REPLACED THE TEMPERATURE SENSOR ON NR 3 BRAKE. OPERATIONAL CHECK OK.									
3350 NWAA	345NW 399	AIRBUS A320212				WIRE	BROKEN CABIN	12/5/97	9723083245
DURING OVERNIGHT MAINTENANCE TEST OF FLOOR PATH EMERGENCY LIGHT SYSTEM, BOTH RED LIGHTS WERE FOUND INOPERATIVE AT SEAT 10L. MAINTENANCE REPAIRED BROKEN WIRE. OPERATIONAL CHECK OK.									
7314 Y2PA	826AA 67	AMD FALCON20C5	GE CF7002D			FUEL PUMP 9234A8	INOP NR 2 ENGINE	10/29/97	97ZZM1212
YIP - NR 2 ENGINE FLAMED OUT WHILE CLIMBING THROUGH FL325. ENGINE RELIT AT FL290, FLIGHT CONTINUED AT FL270. NO EMERGENCY PROCEDURES WERE NECESSARY. MAINTENANCE PERFORMED ENGINE RUN AND FOUND ENGINE NOT RESPONDING CORRECTLY TO THROTTLE MOVEMENT. MAINTENANCE REMOVED AND REPLACED FCU AND FUEL PUMP WITH O/H UNITS IAW SEI 187. MAINTENANCE PERFORMED ENGINE RUN, OPS CHECK AND LEAK CHECK IAW SEI 189. NO DEFECTS NOTED. THE AIRCRAFT WAS TEST FLOWN TO PERFORM ACCELERATION CHECK AT FL350. THE AIRCRAFT PASSED CHECK AND WAS RETURN TO SERVICE. (M)									
7321 Y2PA	826AA 67	AMD FALCON20C5	GE CF7002D			FUEL CONTROL 5001T39G29	INOP NR 2 ENGINE	10/29/97	Y2PA97027
YIP - NR 2 ENGINE FLAMED OUT WHILE CLIMBING THROUGH FL325. ENGINE RELIT AT FL290, FLIGHT CONTINUED AT FL270. NO EMERGENCY PROCEDURES WERE NECESSARY. MAINTENANCE PERFORMED ENGINE RUN AND FOUND ENGINE NOT RESPONDING CORRECTLY TO THROTTLE MOVEMENT. MAINTENANCE REMOVED AND REPLACED FCU AND FUEL PUMP WITH O/H UNITS IAW SEI 187. MAINTENANCE PERFORMED ENGINE RUN, OPS CHECK AND LEAK CHECK IAW SEI 189. NO DEFECTS NOTED. THE AIRCRAFT WAS TEST FLOWN TO PERFORM ACCELERATION CHECK AT FL350. THE AIRCRAFT PASSED CHECK AND WAS RETURN TO SERVICE. (M)									
6110 SABA	164PC 682	BAG JETSTM3101		ROTOL R3894123F25		PROPELLER	BENT LT ENGINE	11/23/97	SABA970042
AHN - FLT 5120 - DEER STRIKE ON LEFT ENGINE PROPELLER ON LANDING ROLL AT AHN. NO EMERGENCY DECLARED. MAINTENANCE TEAM DEPLOYED FROM CLT. FOUND BENT PROPELLER BLADES. ENGINE DAMAGE AND DENTS ON FUSELAGE. REMOVED AND REPLACED LEFT ENGINE AND PROPELLER ASSY. DENTS IN FUSELAGE WILL BE REPAIRED IN CLT. AIRCRAFT HAD FERRY FLIGHT FROM AHN TO CLT. AIRCRAFT RETURNED TO CLT ON 11/26/97. (M)									

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7200 RAIA	971JX 971	BAG JETSTM3201	GARRTT TPE33112UA			ENGINE	FAILED LEFT	11838	10/31/97 RAIA971018
FLT 4780 - LAX - ON APPROACH LEFT ENGINE BEGAN SURGING, POWER WAS PULLED BACK, TORQUE AND EGT DROPPED RAPIDLY. CREW PERFORMED ENGINE SHUTDOWN. MAINTENANCE REPLACED LEFT ENGINE. (M)									
7320 WTAA	103XV 747	BAG JETSTM3101	GARRTT TPE33110U			FUEL CONTROL 897375	OUT OF ADJUST LT ENGINE		11/11/97 WTAA970208
FAT - LEFT ENGINE UNABLE TO MAINTAIN REQUIRED TAKEOFF TORQUE. TAKEOFF ABORTED WITHOUT INCIDENT. MAINTENANCE DEFERRED LEFT ENGINE TTL PER MEL 76-2. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY ADJUSTING LEFT ENGINE SPEED LEVER RIGGING AT FUEL CONTROL. OPERATIONAL CHECK SATISFACTORY. (M)									
7321 VTZA	370MT 800	BAG JETSTM3201	GARRTT TPE3311			FUEL CONTROL 89778025	FAILED RT ENGINE		11/9/97 VTZA97636
FLT 6358 - IAD-RDU - ABORTED TAKEOFF DUE TO RIGHT ENGINE WOULD NOT MAKE TORQUE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RT FCU, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7722 WTAA	403UE 743	BAG JETSTM3101				CONNECTOR 310261411	DIRTY RT ENGINE		11/1/97 WTAA970204
OXR - RIGHT ENGINE EGT AND TORQUE FLUCTUATION ON TAKEOFF ROLL. TAKEOFF ABORTED. PERFORMED GROUND RUN AND DEFERRED RIGHT SRL SYSTEM PER MEL 76-1. AIRCRAFT RETURNED TO SERVICE. MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY CLEANING CANNON PLUGS AT ENGINE FIREWALL. PERFORMED GROUND RUN. OPERATIONAL CHECK SATISFACTORY. (M)									
1100 MASA	179YV UE179	BEECH 1900D			1295140361	PLACARD CANAC7K	MISSING ESCAPE HATCH		10/31/97 MASA97203
FNL/DEN - FLT 7651 - IN DEN, CREW FOUND EMERGENCY EXIT PLACARD FROM SEAT 5A MISSING. MAINTENANCE INSTALLED PLACARD. OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
2160 JJBA	834CA UE25	BEECH 1900D				VALVE 993800101	FAILED LT NACELLE		10/23/97 97ZZM1218
ENVIROMENTAL HEAT INOP. ACM BYPASS VALVE FAILURE. REPLACED ACM BYPASS VALVE.									
2612 JJBA	836CA UE32	BEECH 1900D				T-HANDLE 1143200523	FAILED COCKPIT		10/27/97 97ZZM1216
RIGHT ENGINE FIRE T-HANDLE WILL NOT TEST. T-HANDLE FAILURE. REMOVED AND REPLACED RIGHT T-HANDLE SYSTEM. (M)									
2710 GLBA	262GL UE262	BEECH 1900D				PULLEY	FAILED AILERON CONTROL		8/28/97 GLBA97131
ORD - BANGING NOISE HEARD UNDER FLOOR BOARDS IN-FLIGHT. FOUND AILERON CABLE LOOSE. REPLACED AILERON CABLE PULLEY. (X)									
3260 MASA	179YV UE179	BEECH 1900D			5082020537	SWITCH 1003810061	MALFUNCTIONED NLG		11/10/97 MASA97210
FMN/DEN - FLT 7557 - ON FINAL APPROACH INTO DEN, THE CREW SELECTED GEAR DOWN AND DID NOT RECEIVE ANY DOWN AND LOCKED INDICATION. THE CREW THEN CYCLED THE GEAR AND CALLED FOR PRECAUTIONARY EMERGENCY MEASURES. THE CREW RECEIVED DOWN AND LOCK INDICATION, AND LANDED WITH NO FURTHER INCIDENTS. MAINTENANCE PERFORMED SEVERAL RETRACTION TESTS WITH NO DISCREPANCIES NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
3610 JJBA	834CA UE25	BEECH 1900D				VALVE 1293800011	FAILED LT NACELLE		10/24/97 97ZZM1217
ENVIRONMENTAL (HEAT) INOPERATIVE. LT PRECOOLER THROUGH VALVES FAILED. REPLACED LEFT BYPASS AND THROUGH VALVES.									

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5210 MASA	179YV UE179	BEECH 1900D			1294000331	SHAFT 10151404715	OUT OF ADJUST CABIN DOOR		11/16/97 MASA97222
FMN/DEN - FLT 7557 - ON PRE-FLIGHT CHECK LIST, PILOT NOTICED CABIN DOOR CAMS WOULD NOT ALIGN PROPERLY. MAINTENANCE ADJUSTED CAMS. OPS CHECK GOOD AIRCRAFT RETURNED TO SERVICE. (X)									
5210 MASA	86YV UE86	BEECH 1900D			1284999321	STRUT 12951410619	OUT OF LUBE CABIN DOOR		11/10/97 MASA97211
FLG/PHX - FLT 5262 - WHILE IN PHX, THE CREW FOUND THE MAIN CABIN DOOR WAS HARD TO CLOSE. MAINTENANCE CLEANED AND LUBED THE DOOR STRUT, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5210 MASA	86YV UE86	BEECH 1900D			1015141961	PIN MS9048072	MISSING PASSENGER DOOR		11/12/97 MASA97216
PHX - AFTER TRAINING FLIGHT LANDED IN PHX, MAINTENANCE FOUND THE PASSENGER DOOR HANDLE HAD FALLEN OFF. PHX MAINTENANCE RE-INSTALLED THE HANDLE BY INSTALLING A NEW PIN. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5220 MASA	146ZV UE146	BEECH 1900D			1294300451	HANDLE ASSY 1295140361	LACK OF LUBE LT EMER EXIT		10/7/97 MASA97215
DURING NIGHT MAINTENANCE, THE LT EMERGENCY EXIT WAS FOUND HARD TO OPERATE. MAINTENANCE LUBRICATED THE HANDLE ASSY. OPS CHK GOOD. AIRCRAFT RETURNED TO SERVICE. AC TTL HRS: 5,924. AC TTL CYCLES: 9,665. (X)									
5220 MASA	195YV UE195	BEECH 1900D			1294300451	HANDLE 1295140361	BINDING EMER EXIT		6/17/97 MASA97213
DURING NIGHT MAINTENANCE, THE RT AFT EMERGENCY EXIT WAS FOUND HARD TO OPERATE. MAINTENANCE LUBRICATED THE HANDLE ASSY. OPS CHK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. AC TTL HRS: 3,577. AC TTL CYCLES: 5,685. (X)									
5220 MASA	195YV UE195	BEECH 1900D			1294300451	HANDLE ASSY 1295140361	LACK OF LUBE LT EMER EXIT		6/17/97 MASA97212
DURING MAINTENANCE, THE LT EMERGENCY EXIT WAS FOUND HARD TO OPERATE. MAINTENANCE LUBRICATED THE HANDLE ASSY, OPS CHK GOOD. AIRCRAFT RETURNED TO SERVICE. AC TTL HRS: 3,577. AC TTL CYCLES: 5,685. (X)									
5220 GLBA	255GL UE255	BEECH 1900D				EMERGENCY EXIT	JAMMED CABIN		7/10/97 GLBA97199
CIU - ROW 6 EMERGENCY EXIT WON'T OPEN. FOUND WIRES UNDER SEAL, RESECURED WIRES, OPS CHECK GOOD. (M)									
6122 JJBA	847CA UE52	BEECH 1900D				PROP GOVERNOR 8210393	FAILED LT ENGINE		10/30/97 97ZZM1215
LEFT PROP RPM LOW ON TAKEOFF. PROP GOVERNOR FAILURE. REMOVED AND REPLACED LEFT PROP GOVERNOR PER P/W MM CHAP 72. (M)									
6123 MASA	95YV UE95	BEECH 1900D			1295240013	SWITCH MS250851	OUT OF ADJUST E/E COMPT		10/29/97 MASA97201
YUM/PHX - FLT 5076 - CREW FOUND THE AUTOFEATHER WOULD NOT ARM DURING FLIGHT. CREW CONTINUED TO PHX WITH NO FURTHER INCIDENTS. PHX MAINTENANCE ADJUSTED THE MICROSWITCHES. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
7712 JJBA	861CA UE164	BEECH 1900D				TORQUE GAUGE 1143800G53	FAILED COCKPIT		10/31/97 97ZZM1214
LEFT TORQUE GAUGE INOPERATIVE ON TAKEOFF ROLL, TAKEOFF ABORTED. TORQUE GAUGE FAILURE. REMOVED AND REPLACED LEFT TORQUE GAUGE. (M)									
2810 HEEA	500PH BL29	BEECH 200CBEECH				FUEL CELL 1013810025	LEAKING ENG FUEL		12/3/97 HEEA0012204
FUEL CELL LEAKING.									

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3432 HEEA	30PH BB635	BEECH 200CBEECH				INDICATOR 5222638006	FAILED COCKPIT		12/3/97 HEEA0012217
GLIDESCOPE STAYS FLAGGED AND INOPERATIVE.									
3457 HEEA	39PH BL3	BEECH 200CBEECH				SKYNAV 5000 0845000000	FAILED COCKPIT		12/3/97 HEEA0012180
COULD NOT SELECT AIRPORTS, NDRS, ETC.									
2730 BSYA	858LG TH518	BEECH 58	CONT IO520C			CABLE	REQ ADJUSTMENT ELEVATOR		10/31/97 97ZZZX5173
ON TAKEOFF OUT OF CEDAR RAPIDS, GOT BAD VIBRATIONS IN ELEVATOR YOKE MOVING BACK AND FORTH .25 INCH. CHECKED AND ADJUSTED ELEVATOR CABLES TO MFG SPECS. OPS CHECKS GOOD.									
3230 BSYA	62500 TH1347	BEECH 58				GEAR MOTOR 583800901	MALFUNCTIONED MLG		11/19/97 97ZZZX5170
BUF - GEAR WOULD NOT EXTEND. DID A GO-AROUND. GEAR FINALLY CAME DOWN. REMOVED AND REPLACED LANDING GEAR MOTOR AND DYNAMIC BRAKE RELAY. OPS CHECKS GOOD.									
8500 BSYA	2892W TH389	BEECH 58	CONT IO520C			ENGINE	FAILED LEFT ENGINE		11/20/97 97ZZZX5168
LEFT ENGINE FAILED ON TAKEOFF OUT OF NEW ORLEANS. REMOVED AND REPLACED ENGINE. CAUSE UNKNOWN AT THIS TIME.									
5610 MZ4R	135BJ RK135	BEECH 400A				WINDSHIELD 45AS31001013	DEFECTIVE COCKPIT	315	11/6/97 97ZZZX5187
PILOT REPORTED SMOKE IN THE COCKPIT. AFTER TROUBLESHOOTING, FOUND LEFT WINDSHIELD HEAT GROUND STRAP LOOSE. DAMAGE OCCURRED TO FACILITATE WINDSHIELD REPLACEMENT. TEST FLIGHT CARRIED OUT AFTER WINDSHIELD AND WINDSHIELD HEAT CONTROL BOX WAS REPLACED. ALL SYSTEMS CHECKED OK.									
7532 CLCA	707HE 20124	BOEING 707330C	PWA JT3D3B			BLEED VALVE 563881	FAILED NR 1 ENGINE	34	11/6/97 97ZZZM1205
ON CAC - FLT 39 - A/C ABORTED TAKEOFF DUE TO COMPRESSOR STALLS ON NR 1 ENGINE, A/C RETURNED TO RAMP. ON GROUND MAINTENANCE REMOVED AND REPLACED NR 1 ENGINE BLEED VALVE PER PWA MM 75-0 PG 217, ENGINE WAS RAN AT TAKEOFF POWER AND CHECKED GOOD PER 71-00-00. A/C RELEASED INTO SERVICE. (M)									
2170 RIVA	8861E 20623	BOEING 727225				PACKING S817112	FAILED COALESCER BAG		11/2/97 97ZZZX5144
BQN/JFK - FLT 122 - COULD NOT PRESSURIZE. DIVERTED TO SJU. COALSCER BAG CONTAINER PACKING FAILED. REPLACED PACKING, CHECK OK. IPC REF: 21-70-01.									
2530 DALA	831L 21826	BOEING 7272Q8				COFFEEMAKER 416000121	FAILED FWD GALLEY		12/10/97 DL72W972592
NOTED ELECT SMELL IN FWD GALLEY AREA. REPLACED COFFEEMAKER.									
2611 EISA	263US 19982	BOEING 727251				SENSOR	DIRTY CABIN		11/5/97 EISA97220
CABIN SMOKE DETECTOR LIGHT ILLUMINATED IN FLIGHT. CLEAN SENSORS, OPERATIONAL CHECK SATISFACTORY IAW MM. (M)									
2612 CALA	45793 20647	BOEING 727232				RELAY	INOPERATIVE NR 1 ENGINE		12/12/97 CALA9701752
THE NR 1 ENGINE FIRE DETECTION FAULT LIGHT AT B POSITION ILLUMINATED INTERMITTENTLY WHILE IN FLIGHT. TROUBLESHOOTING THE NR 1 ENGINE FIRE DETECTION SYSTEM FOUND R147 TEAT RELAY FAULTY. THE R147 RELAY WAS REMOVED AND REPLACED. THE NR 1 ENGINE B FIRE DETECTION LOOP WAS REMOVED AND REPLACED AS A PRECAUTIONARY MEASURE.									

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2781 TWAA	54345 21632	BOEING 727231				SWITCH 106081918	WORN NR 5 LE FLAP		11/15/97 TWAA9713401
STL - FLT 533 - DURING TAKEOFF, THE NR 5 LEADING EDGE DEVICE FAILED TO RETRACT ACCORDING COCKPIT INDICATIONS. REMOVED AND REPLACED LEADING EDGE SWITCH DUE TO WEAR, MFG P/N 10-60819-18, MANUFACTURED BY BOEING COMPANY. (M)									
2782 DALA	514DA 21430	BOEING 727232			10605582	ACTUATOR	LEAKING NR 4 LE FLAP		12/10/97 DL72L972597
PILOT REPORTED, CLIMBING THROUGH 18,000 FT 'A' SYS QTY DECREASED TO ZERO. ALL PROCEDURES ACCOMPLISHED PER CHECKLIST. BOTH 'A' SYSTEM LOW PRESS LIGHTS WERE BLINKING AS PRESS WAS DROPPING. MAINTENANCE FOUND NR 4 L/E FLAP ACTUATOR LEAKING AT SWIVEL END. REPLACING ACT AND ALL COMPONENTS, FILTERS IN 'A' SYSTEM AS REQUIRED.									
2910 DALA	293WA 22111	BOEING 727247			000AE954D01	HOSE AE954D0157	FAILED A-HYD SYST		12/15/97 DL72W972650
AIR TURN BACK, LOST ALL 'A' SYSTEM HYD FLUID ON CLIMB-OUT. REPLACED FLEX LINE ON LEFT ELEVATOR PCU.									
3232 FDEA	114FE 19527	BOEING 72724C				ACTUATOR 731414	MALFUNCTIONED RT MLG DOOR		12/12/97 97FDEA00886
UPON GEAR EXTENSION RIGHT GEAR DOOR AND RED DOORS LIGHT REMAINED ILLUMINATED. RECYCLED GEAR AND ALL WAS NORMAL. OPERATIONAL CKS OK PER ADJUSTMENT TEST PER MAINTENANCE MANUAL 32-62-11. FOR PRECAUTION REPLACED RIGHT DOOR ACTUATOR PER MAINTENANCE MANUAL 32-32-81. ALSO, REPLACED OUTBOARD ATTACH BOLT FOR ACTUATOR AND FORWARD SPHERE BEARING FOR BEAM ACTUATOR DUE TO WEAR, CHECKS OK.									
3244 GAIA	6827 20180	BOEING 727223				TIRE	FAILED LT MLG		11/21/97 GAIA9737A
ON LANDING AT WSSS (SINGAPORE) BOTH LEFT MLG TIRES WENT FLAT AND SHREDDED CAUSING DAMAGE TO LEFT INBOARD FLAP, INBOARD SPOILER AND BRAKE LINES. BOTH TIRES AND BRAKES AND LINES WERE CHANGED, INBOARD TRAILING EDGE AND LEADING EDGE FLAPS WERE CHANGED. THE AIRCRAFT WAS JACKED AND GEAR OPS CHECKED. THE AIRCRAFT FLEW TO OKC AND THE REPAIRS WERE EVALUATED AND FOUND TO BE ACCEPTABLE PER KHA MAINTENANCE PROGRAM, AND THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3244 USVA	12304 19561	BOEING 727231				TIRE 40X17	FAILED NR 2 MLG		11/14/97 USVA119701
DURING TAKEOFF, ROLL CAP CAME OFF OF NR 2 MAIN TIRE DAMAGING NR 1 ENGINE AND FLAP. (M)									
3260 CKSA	6816 19491	BOEING 727223				SWITCH	BINDING RT NLG DOOR		12/12/97 CKSA97588
NOSE GEAR DOORS FLUTTER IN FLIGHT, ACCOMPANIED BY RED DOORS LIGHT ON FORWARD PANEL. INSPECTED AND CHECKED NOSE GEAR DOORS FOLLOW UP LINKAGE. NO DEFECTS NOTED. LUBED GEAR DOOR FOLLOW UP LINKAGE. FOUND RT NOSE GEAR DOOR SWITCH BINDING. CLEANED SWITCH FROM CORROSION. OPS CHECKS GOOD IAW MM CH 32-62-11.									
3260 CALA	32725 20655	BOEING 727224				SWITCH	MALFUNCTIONED NLG DOOR		12/12/97 CALA9701753
THE AIRCRAFT HAD A BRIEF HISTORY OF THE NOSE GEAR DOOR LIGHT ILLUMINATING AT BOTH THE FORWARD PANEL AND SECOND OFFICER'S PANEL WHILE IN FLIGHT. BOTH NOSE GEAR DOOR UP SWITCHES WERE REMOVED AND REPLACED IAW MM 32-62-11. IN ADDITION, BOTH NOSE GEAR DOOR CABLES WERE ADJUSTED IAW MM 32-22-01. OPERATION AND INDICATIONS CHECKED GOOD.									
3350 IPXA	935UP 20143	BOEING 7271A7C				BATTERY	DISCHARGED CABIN		12/14/97 UPS97225346
CABIN EMERGENCY LIGHT REMOVED FOR BATTERY CHANGE. CHANGED BATTERIES S106 REINSTALLED EMERG LIGHT, OPS CKS OK.									
3350 IPXA	935UP 20143	BOEING 7271A7C				BATTERY	DISCHARGED COCKPIT		12/14/97 UPS97225347
DUE TO PREVIOUS HISTORY, REPLACE CONTROL CABIN EMERG EXIT LIGHT BATTERY. REPLACED EMERG EXIT LIGHT BATTERY, OPS CKS OK.									

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3350 EISA	6815 19490	BOEING 727223				WIRE	BROKEN CABIN		11/12/97 EISA97226
EMERGENCY EXIT 'UNARMED LIGHT' YELLOW LIGHT INOP. REPAIRED BROKEN WIRE, PER STANDARD PRACTICES, OPS CHECK GOOD. (M)									
3350 AALA	844AA 20985	BOEING 727223				WIRE	BROKEN CABIN		10/26/97 AALA972021
MIA - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS BETWEEN PAX SEAT ROWS 5 AND 28 INOPERATIVE. REPAIRED BROKEN WIRE BY PAX SEAT ROW 5. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	898AA 22014	BOEING 727223				SIGN 10617837	MISSING CABIN		11/1/97 AALA972068
ATL - DURING OVERNIGHT CHECK, FORWARD ENTRY EMERGENCY EXIT SIGN MISSING AND BASE BROKEN. REPLACED FORWARD ENTRY EMERGENCY EXIT SIGN ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	709AA 22466	BOEING 727223				WIRE	LOOSE CABIN		11/17/97 AALA972182
MIA - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTING AT MID CABIN WOULD NOT TEST. SECURED WIRING, SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	709AA 22466	BOEING 727223				CONNECTOR	LOOSE CABIN		11/16/97 AALA972178
MIA - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT FLOOR PATH LIGHTING AT MID CABIN INOPERATIVE. SECURED SEGMENT OF EMERGENCY EXIT FLOOR PATH LIGHTING AT MID CABIN BELOW SEAT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 K3HA	354PA 20624	BOEING 727225				LIGHT 0816901	FAILED CABIN		12/10/97 K3HA9700137
EMERGENCY PATH LIGHTING INOP PAX ROW 23DEF. INSTALLED NEW LIGHT HOUSING ASSEMBLY (SOCKET ASSEMBLY).									
3350 K3HA	354PA 20624	BOEING 727225				BULB 3071BPI6PI	FAILED CABIN		12/9/97 K3HA9700134
ON CABIN CHECK, FOUND EMERGENCY LIGHT TORN OUT 9DEF. REPLACED LIGHT SOCKET 08169-01 AND LENS 07912 AND BULB, PER MM 33-51-0, OPS CHECK OK.									
3350 DALA	8875Z 21293	BOEING 727225				BATTERY S106	DISCHARGED CABIN		12/13/97 DL72S972633
L2 EMERGENCY ESCAPE LIGHT OVER DOOR INOP. REPLACED BATT, OPS CK OK.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY 37067001	DISCHARGED CABIN		12/12/97 K3HA9700136
AFT AIRSTAIR EMERGENCY EXIT LIGHT WILL NOT TEST. REMOVED AND REPLACED AIRSTAIR EMERGENCY EXIT LIGHT BATTERY PACK (BATTERY NICAD S/N KP353A1). OPS CHECKS GOOD IAW B727 MM 33-50-61.									
3350 K3HA	8881Z 21578	BOEING 727225				WIRES	LOOSE CABIN		12/13/97 K3HA9700139
EMERGENCY PATH LIGHT EXPOSED AT 23DEF FLOOR LEVEL. RESECURED WIRES INSTALLED TRACK COVER.									
3350 K3HA	8881Z 21578	BOEING 727225				LAMP 81	FAILED CABIN		12/13/97 K3HA9700138
LEFT CENTER EXTERNAL OVERWING EMERGENCY LIGHT INOP. RELAMPED LEFT CENTER EXTERNAL OVERWING EMERGENCY LIGHT. OPS CHECK OK.									

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3350 RAAA	831RV 19093	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/11/97 RAAA97B1024
AFT RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	831RV 19093	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/11/97 RAAA97B1025
MID CABIN DOOR EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/15/97 RAAA97B2049
LT AFT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/5/97 RAAA97B2046
FWD CABIN DOOR EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		12/5/97 RAAA97B2045
PAX ROW 11 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		12/12/97 RAAA97B2047
PAX ROW 14, 17 AND 22 FLOOR PROXIMITY EGRESS LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/12/97 RAAA97B2048
AFT EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/15/97 RAAA97B2051
FWD CABIN DOOR EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/15/97 RAAA97B2050
LT FWD OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 EISA	74318 20051	BOEING 727231				WIRE	BROKEN CABIN		10/31/97 EISA97221
EMERGENCY LIGHTS INOP. FOUND BROKEN WIRE AT PIN NR 9. REPINNED CONNECTOR PER MM. SYSTEM OPS CHECK NORMAL PER MM 33-50-01. (M)									
3350 MYWA	808MA 21988	BOEING 727231				BATTERY PACK 900835A	DISCHARGED CABIN		11/16/97 MYWA970049
DURING PREFLIGHT TRANSIT CHECK, FOUND EMERGENCY EXIT LIGHT LOCATED IN THE MAIN CABIN CEILING ABOVE SEAT ROW NR 4 IS INOPERATIVE. INSTALLED BATTERY PACK. (M)									
3350 DALA	421DA 21274	BOEING 727232			10617844	POWER SUPPLY	INOPERATIVE CABIN		12/14/97 DL72S972639
R2 DOOR EMERGENCY EXIT LIGHT INOP. REPLACED POWER SUPPLY.									

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3350 DALA	506DA 21308	BOEING 727232			S106	BATTERIES	DISCHARGED CABIN		12/10/97 DL72L972591
EMERGENCY LIGHTS ABOVE BOTTOM OF AFT AIRSTAIRS INOP. REPLACED BATTERIES.									
3350 DALA	529DA 21703	BOEING 727232			P20700030	LIGHT	INOPERATIVE CABIN		12/10/97 DL72S972594
AFT OUTBOARD EMERGENCY FLASHLIGHT IS NOT FLASHING. REPLACED FLASHLIGHT ASSY AND BREAKAWAY BAND.									
3350 DALA	2816W 20872	BOEING 727247				LIGHT ASSY 10617837	INOPERATIVE CABIN		12/9/97 DL72W972589
RIGHT EMERGENCY OVERWING EXIT LIGHT INOP ON EMERGENCY PWR. OP NORMAL ON AC PWR. REPLACED LIGHT ASSY AT OVERWING EXIT.									
3350 DALA	830WA 21482	BOEING 727247				LIGHT 1060091102	INOPERATIVE CABIN		12/15/97 DL72E972651
AFT RT GALLEY DOOR OVERHEAD EMERGENCY LIGHT INOP. REPLACED LIGHT ASSY, CKS GOOD.									
3350 NWAA	718RC 22344	BOEING 7272S7				LIGHT	INOPERATIVE CABIN		12/15/97 9723172714
DURING PREFLIGHT, FOUND OVERHEAD EMERGENCY EXIT LIGHT AT DOOR 1L INOPERATIVE. REPLACED LIGHT ASSEMBLY. OPERATIONAL CHECK OK.									
3411 FDEA	461FE 22548	BOEING 727225				STATIC LINE	MALFUNCTION LT COCKPIT		12/9/97 97FDEA00882
RIGHT AFTER TAKEOFF WINDSHEAR WARNING WENT OFF AND CAPTAINS INSTRUMENTS (AIRSPEED AND ALTIMETER) STARTED READING ERRONEOUSLY. ABOUT ONE MINUTE LATER GOT A SECOND WINDSHEAR WARNING. AT 4000 CAPTAINS ALTIMETER READ 1100 AND AIRSPEED INDICATOR WAS PEGGED AT BOTTOM. *S/D* REMOVED AND REPLACED STATIC LINE ON CAPT IVSI AND PERFORMED FULL RANGE LEAKAGE TEST PER MAINTENANCE MANUAL 34-11-0. NO LEAKS NOTED AND ALL IND NORMAL. REMOVED AND REPLACED GPWS COMPUTER AND TESTED PER MAINTENANCE MANUAL 34-52-00. OPERATIONAL TEST NORMAL.									
3414 EISA	275WC 20549	BOEING 727277				CONNECTOR	LOOSE RT AIRSPEED IND		11/23/97 EISA97227
ON CLIMB-OUT AT BGY F/OS AIRSPEED INDICATOR DECREASED TO ZERO, ON APPROACH INDICATOR BEGAN TO CLIMB BUT NEVER REACHED NORMAL INDICATION. FOUND PITOT CONNECTION LOOSE ON F/O AIRSPEED INDICATOR. RESECURED CONNECTION. PITOT LEAK CHECK GOOD MM 34-11-0. (M)									
3510 DHLA	727DH 20204	BOEING 727228				OXY BOTTLE B0130700	LEAKING E/E BAY		12/16/97 DHL97727006
IN FLIGHT DURING SYSTEM CHECKS, CREW OXYGEN GAUGE READING 200 LBS. FOUND BOTTLE EMPTY, SERVICED O2 BOTTLE. FOUND LEAK, REMOVED AND REPLACED BOTTLE IAW 12-15-11, LEAKS CHECK GOOD.									
5242 CALA	69736 20665	BOEING 727224				SKIN	CORRODED E/E DOOR		12/9/97 CALA9701729
INSPECTION FOUND E AND E DOOR RT SIDE SKIN CORRODED. THE DOOR WAS REMOVED AND REPLACED IAW MM 52-40-11.									
5310 DALA	536DA 22049	BOEING 727232				STRUCTURE 65184201063	DAMAGED BS 230		12/10/97 DL72S972645
FUSELAGE, SKIN, FRAME, AND STRINGER FS228-252, S24R. REPAIR FOR DENTED AND CRACKED SKIN, STRINGERS, AND FRAMES. THE FUSELAGE SKIN BETWEEN FS 228 AND 252 AT S-24R WAS DAMAGED BY GROUND EQUIPMENT. THE SKIN DAMAGE WAS CUTOUT AND A DOUBLER REPAIR INSTALLED. THE FRAME CHORDS AT FS 235 AND FS 277 WERE DAMAGED. THE DAMAGED SECTIONS WERE TRIMMED OUT AND NEW SECTIONS WERE SPLICED IN. THE REPAIRS WERE ACCOMPLISHED PER ER/A 363345-14, REV B.									
5311 DALA	403DA 21147	BOEING 727232				FRAME	WORN BS 1352		12/12/97 DL72S972620
FOUND DURING A-2 LETTER CHECK, ANGLE WORN THROUGH 11 INCHES, 6 O'CLOCK POSITION FS 1352 FRAME. REPAIRED PER ERA 363434.									

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5313 DALA	291WA 22109	BOEING 727247				STRINGER 65564416	CORRODED BS 950		12/12/97 DL72W972641
FUSELAGE, STRINGER FS 950E STRINGER 29R, SPLICE REPAIR FOR CORRODED STRINGER, STRINGER 29R BETWEEN FS 950D PLUS 10 AND 950E PLUS 10 WAS FOUND BADLY CORRODED. THE SECTION OF STRINGER WAS CUT OUT AND A NEW SECTION SPLICED IN PER ER/A 363375-14, REV A.									
5313 GAIA	252US 19971	BOEING 727251				STRINGER	CORRODED BS 1166		11/21/97 97ZZZM1220
DURING CPC INSPECTION, THE FOLLOWING LEVEL 2 CORROSION ITEM WAS NOTED W/C 80416, STRINGER 8 AT STATION 1166. (M)									
5313 GAIA	252US 19971	BOEING 727251				STRINGER	CORRODED BS 294.5		11/21/97 97ZZZM1221
DURING CPC INSPECTION, THE FOLLOWING LEVEL 2 CORROSION ITEM WAS NOTED W/C 80459, STRINGER 18L AT STATINO 294.5. (M)									
5313 GAIA	252US 19971	BOEING 727251				STRINGER	CORRODED BS 1090		11/21/97 97ZZZM1222
DURING CPC INSPECTION, THE FOLLOWING LEVEL 2 CORROSION ITEM WAS NOTED W/C 80419, STRINGER 21L AT STATION 1090. (M)									
5315 FDEA	146FE 19110	BOEING 72727C				FLOORBEAM 6520838	CORRODED BS 1130		12/13/97 97FDEA00887
NR 0937 049 CORROSION (C53-224-01) ON FLOORBEAM BS 1130, RBL 16- RBL 31, WL 208.									
5320 CALA	69736 20665	BOEING 727224				FITTING 65244809	CRACKED LT MLG		12/9/97 CALA9701730
INSPECTION FOUND A .5 INCH CRACK AT FORWARD LUG OF LT MLG UPLOCK SUPPORT FITTING. THE SUPPORT FITTING WAS REMOVED AND REPLACED IAW SRM 51-10-1. A LANDING GEAR RETRACTION AND ROTATIONAL CHECK WAS ACCOMPLISHED AND ALL CHECKED GOOD.									
5320 EISA	74318 20051	BOEING 727231				WEB	CRACKED BS 1263		10/31/97 EISA97219
AFT AIRSTAIR, RIGHT SIDE WEB CRACK TO BOTTOM LIGHTING HOLE AT FS 1265. STOP DRILLED CRACK, FABRICATED AND INSTALLED DOUBLER PER SRM 51-40-02. (M)									
5320 DALA	476DA 20753	BOEING 727232				DOUBLER 65562312	CRACKED BS 373		12/12/97 DL72S972643
FUSELAGE, FWD GALLEY DOOR SURROUND DOUBLER, UPPER HINGE: REPAIR FOR CRACK AT HINGE CUTOUT. THE FWD GALLEY DOOR SURROUND DOUBLER WAS FOUND WITH A 1.8 CRACK AT THE UPPER HINGE CUTOUT. THE CRACK WAS STOP DRILLED AND A DOUBLER REPAIR INSTALLED PER BOEING S/B 727-53-0136 AND DOCUMENTED PER ER/A 363425-14.									
5320 DALA	403DA 21147	BOEING 727232				WEB	CRACKED BS 1227		12/12/97 DL72S972621
FOUND DURING A-2 LETTER CHECK, .75 INCH CRACK LT LWR TORQUE BOX WEB STA 1227 UPPER EDGE OF VERT WEB. REPAIRED PER M/M 53-11-0.									
5320 FDEA	146FE 19110	BOEING 72727C				CLIP 65453132	GOUGED BS 1010/990/970		12/15/97 97FDEA00888
NR 0648 051 DAMAGED STRINGER CLIPS BS 970, STR 7 LT, BS 990, STR 7 RT, BS 1010, STR 5 RT AND 5 LT.									
5330 CALA	69736 20665	BOEING 727224				SKIN	CORRODED BS 620		12/9/97 CALA9701731
INSPECTION FOUND RT FUSELAGE SKIN CORRODED JUST BELOW CABIN WINDOW NR 11 AT STA 620. THE FASTENERS WERE REMOVED, THE CORROSION WAS CLEANED, AND FASTENERS WERE INSTALLED IAW SRM 51-30-2.									

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5330 DALA	506DA 21308	BOEING 727232				SKIN	GOUGED BS 350		12/12/97 DL72L972642
FUSELAGE, SKIN FS 340-380 STRINGER 20L-21L : REPAIR FOR SKIN GOUGE AND DENT CUTOUTS. THE FUSELAGE SKIN BETWEEN FS 340 AND 380 AND BETWEEN STRINGER 20L AND 21L WAS BADLY GOUGED AND DENTED. THE DAMAGED AREAS WERE CUTOUT AND REPAIRED WITH AN EXTERNAL DOUBLER AND TRIPLER PER ER/A 363410-14, REV A.									
5330 FDEA	146FE 19110	BOEING 72727C				SKIN 65182193	DENTED BS 380		12/15/97 97FDEA00889
NR 0939 050 WHILE WORKING NR0829 DISCOVERED DENT IN EXTERIOR SKIN BS 380, STR 21L.									
5347 GAIA	252US 19971	BOEING 727251				SEAT TRACK	CORRODED BS 1120		11/21/97 GAIA9727A
DURING CPC INSPECTION, THE FOLLOWING LEVEL 2 CORROSION ITEM WAS NOTED W/C 79538, SEAT TRACK AT STATION 1120 LBL 44.0. (M)									
5414 DALA	401DA 21145	BOEING 727232				SKIN	CRACKED PYLON		11/21/97 DL72S972622
SKIN CRACKED AT INSPECTION PANEL 9524. ROUTED OUT CRACK AND MANUFACTURED DOUBLER PER M/M 54-30-0. INSTALLED DOUBLER PER SRM 54-30-0, FIG 803.									
5414 DALA	401DA 21145	BOEING 727232				SKIN	CRACKED S-DUCT		12/15/97 DL72S972661
SKIN, CRACKED THE FWD SECTION OF S DUCT FWD SKIN LIP AT THE 12:00 O'CLOCK POSITION. REMOVED DAMAGED SECTION OF SKIN PER SRM. FABRICATED REPAIR PARTS PER SRM 54-10-3 FIG 13. TREATED AND PAINTED PER SRM 54-10-3. OK TO INSTALL REPAIR PER SRM 54-10-3. INSTALLED REPAIR PER SRM 54-10-3 FIG 13. OK TO INSTALL CLOSEOUT PANEL. INSTALLED CLOSEOUT PANEL.									
5521 DALA	539DA 22385	BOEING 727232				SPAR	CRACKED RT ELEVATOR		12/9/97 DL72S972586
HORIZONTAL STABILIZER, RT ELEVATOR, REAR SPAR, REPAIRED FOR LOOSE HINGE FITTING AND SPAR CRACKS. THE RT ELEVATOR WAS FOUND WITH ONE HINGE FITTING LOOSE. THREE (3) .125 INCH LONG CRACKS WERE FOUND IN THE REAR SPAR WEB EXTENDING FROM THE CORNERS OF THE SHEAR PLATE AT THE LOOSE FITTING LOCATION. THE FITTING WAS TIGHTENED AND THE CRACKS STOP DRILLED PER BAC S/B B727-55-0089 AND AD 96-06-05. THE REPAIR WAS DOCUMENTED PER ER/A 363394-14AD, REV A.									
5522 DALA	403DA 21147	BOEING 727232				SKIN 657278420	CRACKED RT ELEVATOR		12/12/97 DL72S972619
FOUND DURING A-2 LETTER CHECK, 1.75 INCH CRACK IN RT ELEVATOR UPPER SKIN AT DOUBLER BETWEEN O/B 2 ELEVATOR HINGES. REPAIRED PER ERA 363435-14.									
5712 DALA	400DA 21144	BOEING 727232				RIB	CRACKED WS 686.5		11/3/97 DL72S972599
RW INTERNAL HYDRO-PRESSED RIB TO STRINGER STA 686.50 STRINGER 2ND FRAME AFT IS CRACKED. STOPED DRILLED PER MM 57-13-00 FIG 801. REMOVED FUEL PROBE DRILLED NEW REPAIR DOUBLER PER MM 53-13 AND INSTALLED.									
5712 DALA	523DA 21583	BOEING 727232				RIB	CRACKED BS 760.95		12/11/97 DL72S972646
WING, RIB, BL 70.5, STA 760.95, UPPER RIB CHORD, REPAIR FOR CRACKED FASTENER HOLES. WHILE ACCOMPLISHING AND MANDATED INSPECTIONS OF THE BL 70.5 RIB CHORD AT STA 760.95, SEVERAL FASTENER HOLES SHOWED CRACK INDICATIONS. THE CRACKED HOLES WERE OVERSIZED TO ELIMINATE THE CRACKS, BUSHED AS REQUIRED, AND A REPAIR INSTALLED SIMILAR TO THE REPAIR IN BAC S/B 727-57-112, REV 5. THE DEVIATIONS TO THE S/B WERE GRANTED AMOC AND DOCUMENTED IN ER/A 363384-14AD, REV A.									
5713 CALA	77780 20635	BOEING 727232				STRINGER	CRACKED WS 629		12/9/97 CALA9701741
INSPECTION FOUND A .75 CRACK IN LT WING THIRD FROM REAR SPAR UPPER STRINGER AT WS 629, ACCESS CUTOUT NR 7216. THE STRINGER WAS CUT OUT. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-10-4, FIGURE 5, AND ECRA 5710-01859.									

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5713 CALA	77780 20635	BOEING 727232				STRINGER	CRACKED WS 686.50		12/9/97 CALA9701743
INSPECTION FOUND A .75 CRACK IN AFT TANG AT FORWARD VENT BOX STRINGER WHERE IT MOUNTS TO TOP OF LT WING RIB, WS 686.50, TANK CUTOUT NR 7218. THE FASTENERS WERE REMOVED. CUTOUT ACCESS HOLE TO ACCESS REPAIR IAW EA 5762-01050. REPAIR ANGLE AND SHIMS WERE FABRICATED AND INSTALLED IAW EA 5762-01050 AND SRM 51-10-6.									
5713 CALA	77780 20635	BOEING 727232				STRINGER	CRACKED WS 686.50		12/9/97 CALA9701742
INSPECTION FOUND A .75 CRACK IN AFT TANG AND A .75 CRACK IN FORWARD TANG AT AFT VENT BOX STRINGER WHERE IT MOUNTS TO TOP OF LT WING RIB, WS 686.50, TANK CUTOUT NR 7218. THE FASTENERS WERE REMOVED. CUTOUT ACCESS HOLE TO ACCESS REPAIR IAW EA 5762-01050. REPAIR ANGLES AND SHIMS WERE FABRICATED AND INSTALLED IAW EA 5762-01050, SRM 51-10-6, AND SRM 51-30-2.									
5713 DALA	400DA 21144	BOEING 727232				STRINGER	CRACKED WS 546		11/3/97 DL72S972598
FOUND AT HMV REF OPN 8602 HFEC INSP OUTER WING UPPER STRINGER TO PILE CRACK IND W5 546 RT WING 2ND STRINGER AFT OF AFT VENT BOX. STOP DRILLED PER MM 57-13-0 DRILLED NEW REPAIR MM 57-1 3-0 FIG 802, INSTALL PER MM 57-13-0 FIG 802.									
5720 DALA	8875Z 21293	BOEING 727225				WEB	CRACKED NR 8 LE SLAT		12/11/97 DL72S972607
A 1 INCH CRACK NR 8 SLAT ACT I/B ATTACH WEB AND .75 INCH CRACK IN O/B ATTACH WEB. REPAIRED PER MM 57-21-21 P 812.									
5720 CALA	77780 20635	BOEING 727232				ANGLE	CRACKED LT WING		12/9/97 CALA9701740
INSPECTION FOUND A .75 CRACK IN J ANGLE AT LT WING T/E AREA JUST ABOVE AND INBOARD OF NR 7 SPOILER ACTUATOR. THE TOP PANEL WAS REMOVED. A J ANGLE BRACKET REPAIR WAS INSTALLED AND THE PANEL WAS REINSTALLED. WORK WAS PERFORMED IAW SRM 51-10-2, 51-10-1, 51-30-2, AND ECRA 5750-02828.									
5720 DALA	401DA 21145	BOEING 727232				BEAM	CRACKED RT WING		12/4/97 DL72S972627
RT WING SPOILER SUPPORT BEAM CRACKED IN O/B BOLT HOLE FOR NR 5 FLAP TRACK. REMOVED DAMAGED SECTION OF SPOILER BEAM PER M/M 57-55-0 FIG 805. REMOVED SUPPORT BETWEEN SPOILERS 7 AND 8. FABRICATED EXTRUDED CHORD IAW M/M 57-55-0 PG 810. DRILLED CHORD, DOUBLER TRIPLER AND FILLER. COMPLETED REPAIR INST PER M/M 57-55-0 FIG 805.									
5751 CALA	69736 20665	BOEING 727224				WEDGE 652172519	DELAMINATED RT AILERON		12/9/97 CALA9701735
INSPECTION FOUND RT WING OUTBOARD AILERON TRAILING EDGE WEDGE DELAMINATED ON LOWER SURFACE AT OUTBOARD EDGE. THE TRAILING EDGE WEDGE WAS REMOVED, REPAIRED AND INSTALLED IAW SRM 51-30-2.									
5753 CALA	69736 20665	BOEING 727224				SKIN 6524691136	CORRODED RT TE MIDFLAP		12/9/97 CALA9701739
INSPECTION FOUND RT INBOARD MIDFLAP LOWER TRAILING EDGE CORRODED AND DISBONDED IN AFT FLAP COVE BETWEEN TEARDROP FAIRINGS. THE MIDFLAP LOWER TRAILING EDGE WAS REMOVED IAW SRM 51-30-2, TREATED AND PRIMED IAW SRM 51-10-2, AND INSTALLED IAW SRM 51-10-1 AND 51-20-4.									
5753 CALA	69736 20665	BOEING 727224				SKIN 652497861	DEBONDED LT TE MIDFLAP		12/9/97 CALA9701734
INSPECTION FOUND LT WING OUTBOARD MIDFLAP LOWER TRAILING EDGE DEBONDED ON TOP 108 INCHES FROM INBOARD END AND ON BOTTOM 128 INCHES FROM INBOARD END. REMOVED MIDFLAP, REPAIRED AND INSTALLED IAW SRM 51-30-2, 51-10-2, 51-10-1, AND 51-20-4.									
5753 CALA	69736 20665	BOEING 727224				SKIN 6524691135	CORRODED LT TE MIDFLAP		12/9/97 CALA9701732
INSPECTION FOUND CORROSION AND DEBONDING 65 INCHES FROM INBOARD END OF LT WING INBOARD MIDFLAP UPPER TRAILING EDGE. THE LT WING INBOARD MIDFLAP UPPER TRAILING WAS REMOVED, REPAIRED, AND REINSTALLED IAW SRM 51-30-2, 51-10-6, 51-10-1, AND 51-20-4.									

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5753 CALA	69736 20665	BOEING 727224				SKIN 652163092	DELAMINATED RT TE FOREFLAP		12/9/97 CALA9701738
INSPECTION FOUND TWO AREAS OF DELAMINATION IN RT TRAILING EDGE INBOARD FOREFLAP UPPER SURFACE. THE DELAMINATION WAS LOCATED 90 INCHES FROM INBOARD EDGE AND 25 INCHES FROM OUTBOARD EDGE. THE FOREFLAP WAS REMOVED AND REPAIRED IAW SRM 57-50-02. THE FOREFLAP WAS REINSTALLED IAW MM 27-51-14.									
5753 CALA	69736 20665	BOEING 727224				SKIN	DEBONDED LT TE FOREFLAP		12/9/97 CALA9701733
INSPECTION FOUND LT WING OUTBOARD FOREFLAP DEBONDED AT UPPER INBOARD TRAILING EDGE AREA. THE FOREFLAP WAS REMOVED AND REPLACED IAW MM 27-51-4.									
5753 CALA	77780 20635	BOEING 727232				SKIN 6521630188	DENTED RT TE FOREFLAP		12/9/97 CALA9701744
INSPECTION FOUND RT WING FORWARD FOREFLAP DENTED ON BOTTOM SURFACE ABOVE NR 5 FLAP TRACK. THE FOREFLAP WAS REMOVED, REPAIRED, AND REINSTALLED IAW MM 27-51-00.									
5754 CALA	69736 20665	BOEING 727224				BRACKET	CRACKED NR 8 LE SLAT		12/9/97 CALA9701736
INSPECTION FOUND A 2 INCH CRACK IN NR 8 SLAT OUTBOARD UPSTOP BOLT BRACKET AND LOWER LEADING EDGE SKIN FLANGE BROKEN. THE BRACKET WAS REMOVED, A NEW BRACKET WAS FABRICATED AND INSTALLED IAW SRM 51-30-2.									
5754 DALA	8875Z 21293	BOEING 727225				RIB	CRACKED NR 2 LE FLAP		12/11/97 DL72S972608
NR 2 L/E FLAP O/B ACTUATOR ATTACH RIB CRACKED. INSTALLED DOUBLER PER M/M 57-20-21 NR 12.									
5754 DALA	401DA 21145	BOEING 727232				RIB	CRACKED NR 6 LE SLAT		11/24/97 DL72S972626
NR 6 SLAT RIB CRACKED LOWER SURFACE. REMOVED RIVETS FORM RIB, BEGAN FABRICATION OF REPAIR DOUBLERS PER M/M 57-40-0 FIG 814. DRILLED AFT DOUBLER, STOP DRILLED PER SRM 57-54-0. ROUTED OUT DAMAGE PER SRM. INSTALLED REPAIR PER SRM.									
5754 DALA	401DA 21145	BOEING 727232				RIB	CRACKED NR 7 LE SLAT		11/24/97 DL72S972625
NR 7 SLAT RIB CRACKED JUST OUTBD OF ACTUATOR ROD END AREA. FABRICATED REPAIR PER MM 57-54-0 FIG 814. INSTALLED REPAIR PER MM 57-54-0 FIG 814.									
5754 DALA	401DA 21145	BOEING 727232				RIB	CRACKED NR 6 LE SLAT		11/24/97 DL72S972624
NR 6 SLAT RIB CRACKED ON INBD END. MADE DOUBLER IAW MM. DRILLED UP AND TREATED AND PAINTED. INSTALLED DOUBLER PER M/M 57-54-0 FIG 814. INSTALLED SEAL.									
5754 DALA	401DA 21145	BOEING 727232				STOP	WORN NR 4 SLAT		11/24/97 DL72S972623
NR 4 SLAT INBD STOP WORN, 2ND WEB FROM INBD END CRACKED OUT UNDER N/P. FABRICATED REPAIR PER MM 57-54-0 FIG 814. OK TO TREAT AND PAINT. TREATED AND PAINTED PER PS 900-2 NR 5. INSTALLED REPAIR PER MM 57-54-0 FIG 814. WEAR WITHIN LIMITS PER MM 27-87-0 FIG 504.									
5754 DALA	409DA 21153	BOEING 727232				SKIN	CRACKED NR 2 LE FLAP		12/15/97 DL72S972652
.75 IN CRACK AT NR 2 LE FLAP SKIN AT INBD LIP HINGE CUTOUT. REPAIRED PER ERA 363453-14 AND M/M 57-30-0.									
5754 DALA	546DA 22677	BOEING 727232			65162221	RIB	CRACKED NR 3 LE FLAP		10/2/97 DL72S972000
NUMBERS 5, 8 AND 12 RIB CRACKED ON NR 3 SLAT. REPAIRED PER MM57-54-0.									

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5754 DALA	546DA 22677	BOEING 727232				RIB	CRACKED NR 3 LE SLAT		10/2/97 DL72S972015
RIB CRACKED NR 17 ON L/E NR 3 SLAT. REPAIRED PER MM 57-54-0.									
5754 DALA	546DA 22677	BOEING 727232				RIB	CRACKED LE FLAP		10/2/97 DL72S972026
NUMBER 3 AND 7 RIB CRACKED. REPAIRED PER SRM 57-54-0.									
7160 CALA	69736 20665	BOEING 727224				SKIN	DAMAGED NR 2 ENGINE		12/9/97 CALA9701737
INSPECTION FOUND FASTENERS PULLING THROUGH SKIN FORWARD OF INLET GUIDE VANES AROUND CIRCUMFERENCE AT NR 2 ENGINE INLET. THE FASTENERS WERE REMOVED AND REPLACED IAW EA 5410-01328 AND SRM 51-30-2.									
7250 SCNA	281SC 21949	BOEING 727282				BLADE	DAMAGED NR 2 ENGINE		11/2/97 SCNA97361
THE NUMBER 2 ENGINE WAS SHUTDOWN DUE TO ENGINE VIBRATION AND LOSS OF N1 INDICATION. BORESCOPE INSPECTION OF THE NUMBER 2 ENGINE REVEALED A DAMAGED LPT BLADE. REMOVED AND REPLACED ENGINE PER B727 MM 71-00.									
7311 C8GA	357KP 20675	BOEING 727230	PWA JT8*			OIL COOLER 749965	FAILED NR 1 ENGINE		11/13/97 C8GA977305
FLT 527 - KELP-KHDY - ON DEPARTURE FROM ELP, NR 1 ENGINE OIL TEMP INCREASED TO 140 CELSIUS. ADVACED THRUST LEVER ENG TEMP REDUCED TO 126 CELSIUS. AFTER 1 HOUR AT CRUISE, TEMP INCREASED AGAIN TO CAUTION BAND THROTTLE HAD NO EFFECT. AFTER 14.5 MINUTES, PRECAUTIONARY ENG SHUTDOWN. REMOVED AND REPLACED ENG FUEL HEAT VALVE AND FUEL/OIL COOLER ON NR 1 ENG. IDLE RUN NO LEAKS NOTED IAW MM 79-20-1. DRAINED ENG OIL, CHECKED FILTER AND REPLACED. REPLACED OIL TEMP BULB CANNON PLUG. (M)									
7322 FDEA	245FE 22016	BOEING 727277	PWA JT8D15			FUEL CONTROL	MALFUNCTION NR 2 ENGINE		12/9/97 97FDEA00885
INFLIGHT, NUMBER 2 THROTTLE BINDING. PERFORMED NR 2 ENG THROT PULL CK, CKS GOOD. REMOVED AND REPLACED NR 2 ENG FUEL CNTRL AND FUEL DIFF PRESS SWITCH LEAK AND OPER CK GOOD PER M/M 73-21-0 AND JET RUN HDBK 6-39. PULL CK PER 76-11-0. INSP CABLE AND PULLEY IN ELEC EQUIP COMP FWD AND AFT CARGO COMP AFT AIRSTAIR AREA FOR KINKS, FRAYED CABLES AND FREEDOM OF MOVEMENT, NO DEF NOTED. REMOVED AND REPLACED NR 2 ENG CROSSOVER SHAFT AND BEAR PER 72-61-10. RAN ENG AT HI PWR 4 MIN ALONG WITH MANY OTHER SETTING. EACH TIME POWER WAS REDUCED THE THROT RESPOND NORM. NOT AS IT HAD SPRUNG BK ON PREV RUNS. OK FOR SERVICE.									
7603 K3HA	8883Z 21580	BOEING 727225	PWA JT8D17A			THROTTLE LEVER	LOOSE NR 3 ENGINE		12/10/97 K3HA9700135
***** ON DESCENT, NR 3 ENGINE FAILED TO RESPOND TO THROTTLE. ENGINE SHUTDOWN BY KIWI PROCEDURES AND A/C LANDED IN NEWARK WITHOUT FURTHER INCIDENT. SHUTDOWN WAS 14 MINUTES WITH POSITIVE OIL PRESSURE. FOUND CROSSOVER SHAFT THROTTLE LEVER NUT BACKED OFF AND LEVER LOOSE. RESECURED LEVER ARM TIGHTENED AND SAFETIED NUT PER PWA 72-60-10. RAN ENGINE, OPS CHECKS OK.									
7603 TWAA	54331 20309	BOEING 727231				CLUTCH ASSY 1101100	FROZE UP NR 1 ENGINE		11/21/97 TWAA9713801
STL - FLT 8603 - AFTER LANDING NR 1 ENGINE SHUTDOWN DUE TO THROTTLE LINKAGE FROZEN. REPLACED AUTO THROTTLE CLUTCH ASSY TWA P/N 37221. CHECK C 4-29-97. (M)									
2130 USAA	233US 22273	BOEING 737201				VALVE 32194211	MALFUNCTIONED CABIN		11/7/97 97ZZZM1206
PIT - FL 253 - EN ROUTE CLT TO BUF AT FL310, CABIN ALT WARNING HORN SOUNDED WITH CABIN ALT INDICATING 10,000 FT. CREW ATTEMPTED TO REGAIN CONTROL OF CABIN IN STANDBY AND MANUAL MODE BUT CABIN CONTINUED TO CLIMB. CREW BEGAN A DESCENT TO 10,000 FT AND DECLARED AN EMERGENCY. CABIN PRESSURE CONTINUED ERRATIC BEHAVIOR. ON DESCENT THROUGH ABOUT 16,000 FEET, CAPTAIN WAS FINALLY ABLE TO REGAIN CONTROL OF CABIN. FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MX FOUND THE LEFT PACK PACK, 35 DEGREE VALVE AND WATER SEPARATOR ICED UP. REPLACED WATER SEPARATOR, 35 DEGREE SHUTOFF VALVE AND SENSOR. OPERATIONAL CHECK GOOD. (M)									

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2130 USAA	233US 22273	BOEING 737201				SENSOR B70402	MALFUNCTIONED CABIN	11/7/97 97ZZZM1207	
PIT - FL 253 - EN ROUTE CLT TO BUF AT FL310, CABIN ALT WARNING HORN SOUNDED WITH CABIN ALT INDICATING 10,000 FT. CREW ATTEMPTED TO REGAIN CONTROL OF CABIN IN STANDBY AND MANUAL MODE BUT CABIN CONTINUED TO CLIMB. CREW BEGAN A DESCENT TO 10,000 FT AND DECLARED AN EMERGENCY. CABIN PRESSURE CONTINUED ERRATIC BEHAVIOR. ON DESCENT THROUGH ABOUT 16,000 FEET, CAPTAIN WAS FINALLY ABLE TO REGAIN CONTROL OF CABIN. FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MX FOUND THE LEFT PACK PACK, 35 DEGREE VALVE AND WATER SEPARATOR ICED UP. REPLACED WATER SEPARATOR, 35 DEGREE SHUTOFF VALVE AND SENSOR. OPERATIONAL CHECK GOOD. (M)									
2150 P2EA	620PC 19708	BOEING 737244				PACK	FAILED RIGHT	11/17/97 P2EA97076	
MSP - FLT 707 - RETURNED TO GATE, NO EMERGENCY DECLARED. AFTER STARTING NR 1 ENGINE AND TURNING THE RIGHT PACK ON, THE MAIN CABIN FILLED UP WITH AN ODORLESS HAZE. DEFERRED RIGHT A/C PACK PER MEL 21-1. DISCONNECTED RT PACK CANNON PLUG, D492, AND SLOWED. RIGHT PACK DEACTIVATED, CLOSED RIGHT PACK AIRCONDITIONING BAY DOOR. (M)									
2170 USAA	233US 22273	BOEING 737201				SEPARATOR 1830103	ICED UP CABIN	11/7/97 USAASB97306	
PIT - FL 253 - EN ROUTE CLT TO BUF AT FL310, CABIN ALT WARNING HORN SOUNDED WITH CABIN ALT INDICATING 10,000 FT. CREW ATTEMPTED TO REGAIN CONTROL OF CABIN IN STANDBY AND MANUAL MODE BUT CABIN CONTINUED TO CLIMB. CREW BEGAN A DESCENT TO 10,000 FT AND DECLARED AN EMERGENCY. CABIN PRESSURE CONTINUED ERRATIC BEHAVIOR. ON DESCENT THROUGH ABOUT 16,000 FEET, CAPTAIN WAS FINALLY ABLE TO REGAIN CONTROL OF CABIN. FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MX FOUND THE LEFT PACK, 35 DEGREE VALVE AND WATER SEPARATOR ICED UP. REPLACED WATER SEPARATOR, 35 DEGREE SHUTOFF VALVE AND SENSOR. OPERATIONAL CHECK GOOD. (M)									
2612 SWAA	319SW 23340	BOEING 7373H4				FIRE WARNING 29167B1	MALFUNCTIONED APU	12/7/97 SWAA971040	
ON DESCENT, AFTER STARTING APU, CREW RECIEVED FIRE WARNING. CREW COMPLIED WITH CHECKLIST AND EXPENDED BOTH FIRE BOTTLES. INSPECTED AND FOUND NO EVIDENCE OF FIRE OR OVERHEAT CONDITON. REMOVED AND REPLACED APU TAILPIPE MUFFLER, AND FIRE EXTINGUISHER BOTTLES PER BOEING M/M.									
2761 CALA	14246 20129	BOEING 737247				ACTUATOR 654456110	LEAKING NR 2 SPOILER	18341 12/14/97 CALA9701754	
THE SYSTEM B HYDRAULIC LOW QUANTITY LIGHT ILLUMINATED WITH GAUGE READING 1 GALLON WHILE ON APPROACH TO EWR. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 FLIGHT SPOILER ACTUATOR LEAKING. THE NR 2 FLIGHT SPOILER ACTUATOR WAS REMOVED AND REPLACED. LEAK AND OPERATIONAL CHECKS WERE GOOD IAW MM 27-61-0. THE HYDRAULIC SYSTEM WAS SERVICED.									
3230 P2EA	603DJ 19955	BOEING 737222				LOCK ACTUATOR 651781910	BROKEN NLG	11/21/97 P2EA97077	
FLT 635 - MDW - DURING INITIAL GEAR EXTENSION ON APPROACH TO MDW FROM MCI, THE GREEN LIGHT FOR THE NOSE GEAR DID NOT ILLUMINATE AND THE RED NOSE GEAR LIGHT REMAINED ILLUMINATED. PERFORMED CHECKLIST AND CYCLED THE GEAR AND RECEIVED NORMAL INDICATIONS, NORMAL LANDING WAS MADE. EMERGENCY WAS NOT DECLARED. FOUND NOSE GEAR LOCK ACTUATOR LOWER MOUNT BROKEN. REPLACED ACTUATOR IAW MM 32-33-21. SYSTEM OPS GOOD. DURING INSTALLATION OF LOCK ACTUATOR FOUND CABLE FOR PISTON SPRING CARTRIDGE ASSEMBLY NICKED BEYOND LIMITS. REPLACED CABLE IAW MM 32-51-31. SYSTEM OPS GOOD. (M)									
3350 USAA	224US 21666	BOEING 737201				BATTERY PACK 900835A	DISCHARGED CABIN	10/20/97 USAASB97292	
LGA - AFT SERVICE AND ENTRY DOOR EMERGENCY LIGHT EXIT SIGNS INOPERATIVE. MAINTENANCE REPLACED EMERGENCY LIGHT BATTERY CHARGING UNIT. OPERATIONAL CHECK GOOD. (M)									
3350 P2EA	412CE 20412	BOEING 737205				WIRE	BROKEN CABIN	11/15/97 P2EA97075	
MCI - FOUND DURING RON SCHEDULED MAINTENANCE CHECK, EMERGENCY AISLE PATH LIGHTS FOR SEAT ROWS 1-8 INOP. REPAIRED AND RE-ROUTED FEEDER WIRE UNDER SEAT ROW 3 ABC, OPS CHECK GOOD. (M)									

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3350 P2EA	412CE 20412	BOEING 737205				LIGHT	CONTAMINATED CABIN		11/11/97 P2EA97074
MCI - FOUND DURING RON SCHEDULED MAINTENANCE CHECK, FIRST 8 ROWS EMERGENCY AISLE PATH LIGHTS INOP. FOUND WATER ACCUMULATED ON TRACK. REMOVED MOISTURE, OPS CHECK GOOD. (M)									
3350 TSAA	819AL 23791	BOEING 73725A				BATTERY 86210066	DISCHARGED CABIN		11/1/97 TSAA9733282
DURING OVERNIGHT CHECK, REPLACED BATTERY FOR ROW 1 EMERGENCY FLOOR PROX LIGHT ASSY DUE TO INOP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 USAA	529AU 24411	BOEING 7372B7				BATTERY CHARGER 20121	FAILED CABIN		11/3/97 USAASB97303
ORD - MAINTENANCE FOUND THE AFT LEFT SERVICE DOOR EXTERIOR EMERGENCY LIGHT INOP AND THE AFT LEFT EMERGENCY LIGHT BATTERY SUPPLY WITH LOW CHARGE. MAINTENANCE REMOVED AND REPLACED THE BATTERY CHARGER UNIT FOR THE AFT LEFT SERVICE DOOR EXTERIOR EMERGENCY LIGHT AND REPLACED THE BATTERY PACK FOR THE AFT LEFT EMERGENCY LIGHT LOW BATTERY SUPPLY. OPS CHECK GOOD. (M)									
3350 USAA	529AU 24411	BOEING 7372B7				BATTERY PACK AD20131A	DISCHARGED CABIN		11/3/97 97ZZM1204
ORD - MAINTENANCE FOUND THE AFT LEFT SERVICE DOOR EXTERIOR EMERGENCY LIGHT INOP AND THE AFT LEFT EMERGENCY LIGHT BATTERY SUPPLY WITH LOW CHARGE. MAINTENANCE REMOVED AND REPLACED THE BATTERY CHARGER UNIT FOR THE AFT LEFT SERVICE DOOR EXTERIOR EMERGENCY LIGHT AND REPLACED THE BATTERY PACK FOR THE AFT LEFT EMERGENCY LIGHT LOW BATTERY SUPPLY. OPS CHECK GOOD. (M)									
3350 SWAA	89SW 22904	BOEING 7372H4				BATTERY 6104791	DISCHARGED CABIN		12/11/97 SWAA971038
DURING SCHEDULED SERVICE CHECK, FOUND LEFT OVERWING EMERGENCY EXIT LIGHTS INOP. REPLACED BATTERY PACK PER BOEING M/M.									
3350 TSAA	809AL 21720	BOEING 7372Q9				BATTERY	DISCHARGED CABIN		11/1/97 TSAA9733283
DURING OVERNIGHT CHECK, REPLACED BATTERY FOR ROW 8 EMERGENCY FLOOR PROX LIGHT ASSY DUE TO INOP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	809AL 21720	BOEING 7372Q9				BATTERY 86210066	DISCHARGED CABIN		10/30/97 TSAA9733266
DURING OVERNIGHT CHECK, REPLACED BATTERY FOR ROW 12 EMERGENCY FLOOR PROX LIGHT ASSY DUE TO INOP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	810AL 24031	BOEING 7372Y5				BATTERY 86210066	DISCHARGED CABIN		10/31/97 TSAA9733281
DURING OVERNIGHT CHECK, REPLACED BATTERIES FOR POS 1 THROUGH 5 FLOOR PROX LIGHT ASSEMBLIES DUE TO LOW VOLTAGE. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	810AL 24031	BOEING 7372Y5				BATTERY 86210066	DISCHARGED CABIN		11/1/97 TSAA9733284
DURING OVERNIGHT CHECK, REPLACED BATTERY FOR ROW 4 EMERGENCY FLOOR PROX LIGHT ASSY DUE TO INOP. OPERATIONAL CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 W8PA	950WP 23229	BOEING 737301				BULB OL3071BPEGPL	FAILED CABIN		12/13/97 W8PA971527
DEN - EMERGENCY LIGHT AT THE R2 DOOR IS INOP. RELAMPED EMERGENCY LIGHT. OPS CHECK GOOD.									

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3350 USAA	374US 22953	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		11/1/97 USAASB97299
MSY - MAINTENANCE FOUND THE EMERGENCY ESCAPE PATH LIGHTS INOP IN THE CABIN. MAINTENANCE REMOVED AND REPLACED TWO BATTERY PACKS. OPERATIONAL CHECK GOOD. (M)									
3350 W8PA	947WP 23376	BOEING 7373B7				LENS 8100022701	MISSING CABIN		12/8/97 W8PA971528
DEN - EMERGENCY TRACK LIGHTING AT ROW 10 IS INOP. REPAIRED WIRING AT LIGHT SOCKET AND REPLACED MISSING LENS. OPS GHECK GOOD.									
3350 USAA	528AU 24410	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		11/4/97 USAASB97302
CLE - MAINTENANCE FOUND AFT RIGHT EMERGENCY LIGHTS WITH LOW BATTERY CAPACITY. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 SWAA	605SW 27956	BOEING 7373H4				LIGHTS	INOPERATIVE CABIN		12/11/97 SWAA971041
DURING WALKAROUND CHECK, FOUND CABIN EMERGENCY EXIT TRACK LIGHTS WIRES EXPOSED AND DAMAGED AT ROW 14. REPAIRED WIRES AND REPLACED TRACK COVER PER BOEING M/M.									
3350 F3LA	303FL 25039	BOEING 7373M8				BULB	FAILED CABIN		11/29/97 F3LA97158
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED FLOOR PROXIMITY LIGHTING AT SEAT 6 DEF INOPERATIVE. MAINTENANCE REPLACED BULB AND SYSTEM CHECKED OK. (M)									
3350 F3LA	303FL 25039	BOEING 7373M8				WIRE	LOOSE CABIN		11/29/97 F3LA97159
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED FLOOR PROXIMITY LIGHTING AT ROWS 1, 2 AND 3 INOPERATIVE. MAINTENANCE RECONNECTED LOOSE WIRE AND SYSTEM CHECKED OK. (M)									
3350 SWAA	687SW 23388	BOEING 7373Q8				BATTERY 6104789	DISCHARGED CABIN		12/11/97 SWAA971037
DURING SCHEDULED A1 CHECK, FOUND EMERGENCY EXIT LIGHT AT MID CABIN AREA INOP. REPLACED BATTERY PACK PER BOEING M/M.									
3350 W8PA	956WP 24299	BOEING 7373Q8				LAMP OL3071BPEGPL	FAILED CABIN		12/10/97 W8PA971526
DEN - EMERGENCY LIGHTS ARE INOP BETWEEN ROWS 18 AND 16. RELAMPED EMERGENCY LIGHTS BETWEEN ROW 16 AND 18. OPS CHECK GOOD.									
3350 USAA	409US 23879	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN		11/2/97 USAASB97301
ALB - MAINTENANCE FOUNDN ROW 22 BULLNOSE EVACUATION LIGHT ON RIGHT SIDE, THE AFT SERVICE DOOR EVACUATION SLIDE LIGHT AND THE LEFT LOWER WING EVACUATION LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 SWAA	514SW 25153	BOEING 7375H4				LIGHTS	INOPERATIVE CABIN		12/11/97 SWAA971039
DURING SCHEDULED B/C2 CHECK, FOUND CABIN EMERGENCY EXIT TRACK LIGHTS INOP BETWEEN ROWS 5 AND 10. REPAIRED PER BOEING M/M.									
5310 USAA	527AU 23862	BOEING 7373B7				STRUCTURE 6546811	CORRODED BS 986.5	31945	11/5/97 USAA970323
CLT - DURING Q-1 VISUAL CHECK INSPECTION, FOUND .5 INCH BY .5 INCH AREA OF CORROSION BS 986.5 LBL 56 TO RBL 56 BEAM. CORROSION CARD NR C53-107-02. INSTALLED NEW T-CAP PER REPAIR DOCUMENT 53-10-05. (M)									

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5311 TSAA	806AL 21927	BOEING 7372S2C				FRAME 65465303	CRACKED BS 460		10/31/97 TSAA9753277
DURING HEAVY MAINTENANCE VISIT, FWD CARGO COMPT STA 460 CRACKED FRAME AT 5 PLACES BETWEEN S-20L AND S25L. REPAIRED PER ECO 2275R2 FUSELAGE, CARGO AIRPLANES. LOWER LOBE LEFT SIDE FRAMES BETWEEN BS 360 TO 500B REPAIR. AIRCRAFT RETURNED TO SERVICE. (M)									
5312 P2EA	219US 20414	BOEING 737281				BULKHEAD	CORRODED BS 294.5		11/24/97 P2EA97078
SJO - DISCREPANCY FOUND DURING SCHEDULED MAINTENANCE C-CHECK, NO DOCUMENTATION ON FILE FOR REPAIR AT NOSE WHEEL WELL FWD BULKHEAD WEB, BS 294.5 BETWEEN RBL 5 INCH AND RBL 12 INCH, WL 169 TO WL 190. REPAIRED PER BOEING FAX NR C00-SJO-97-0297TRR DATED 11/14/97, FORM 8110-3 ISSUED AND APPROVED, REF EO 953753A010. (M)									
5313 USAA	241US 22443	BOEING 737201				STRINGER	CRACKED BS 767	42478	10/16/97 USAA970318
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND SEVERAL 1 INCH CRACKS BS 767 STRINGER 16L. INSTALLED STRINGER SPLICE, REPAIRED PER SRM 53-10-3 FIG 1. (M)									
5313 USAA	241US 22443	BOEING 737201				STRINGER	CORRODED BS 360-380	42478	10/16/97 USAA970316
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CORROSION 1 INCH BY 8 INCH STATION 360 TO 380 STRINGER 28. INSTALLED REPAIR SECTION AND REPAIRED PER SRM 53-10-3. (M)									
5313 P2EA	219US 20414	BOEING 737281				STRINGER	CORRODED BS 330-335		11/24/97 P2EA97079
SJO - DISCREPANCY FOUND DURING SCHEDULED MAINTENANCE C-CHECK, LOWER FUSELAGE, E/E COMPARTMENT STRINGER 23L CORRODED BETWEEN STATION 330-335. REPAIRED PER SRM 53-10-3. (M)									
5315 USAA	591US 23936	BOEING 737301				FLOORBEAM 6545815	CORRODED BS 344	31446	11/7/97 USAA970326
CLT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND A 45 INCH CORROSION AREA UPPER AND LOWER SURFACES OF UPPER T-CAP FLOORBEAM BL 0 - LBL 45 BS 344. CORROSION TASK NR C53-107-01. INSTALLED T-CAP PER REPAIR DOCUMENT SRM 53-10-03 TYPICAL REPAIR SEC 41 FLOORBEAM REPAIR. (M)									
5315 USAA	527AU 23862	BOEING 7373B7				FLOORBEAM	CORROSION BS 967	31945	11/5/97 USAA970322
CLT - DURING Q-1 VISUAL CHECK INSPECTION, FOUND CORROSION AROUND THE NUTPLATE HOLES STATION 967 FLOORBEAM LBL 56, RBL 56 T-CAP. CORROSION CARD NR C53-107-02. INSTALLED NEW T-CAP PER REPAIR DOCUMENT 53-10-05. (M)									
5315 CALA	17345 23583	BOEING 7373T0				FLOORBEAM	CORRODED BS 927		12/11/97 CALA9701760
INSPECTION FOUND FLOORBEAM CORRODED AT STA 927, RBL 14. THE CORRODED SECTION OF FLOORBEAM WAS REMOVED AND A REPAIR SECTION WAS INSTALLED IAW SRM 53-00-51.									
5320 USAA	241US 22443	BOEING 737201				DOOR FRAME	CRACKED BS 947	42478	10/16/97 USAA970315
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK .5 INCH CRACK LONG STATION 947 JUST FORWARD OF SERVICE DOOR FRAME STRINGER 10R. INSTALLED REPAIR STRAP AND REPAIRED PER TR 53-30-7. (M)									
5320 USAA	241US 22443	BOEING 737201				CHORD	CORRODED BS 1016	42478	10/16/97 USAA970314
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND 9 INCH CORRODED AREA APPROX .5 INCH WIDE AT BS 1016 BL 0 CHORD. CUTOUT CORRODED SECTION AND SPLICED IN FABRICATED REPAIR. REPAIRED PER SRM 51-40-3 AND BOEING DRW 65-46568. CORROSION TASK NR C53-208-01, CORROSION LEVEL 2. (M)									

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5320 USAA	287AU 23134	BOEING 7372B7				BEAM	CORRODED BS 328	36056	10/24/97 USAA970319
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND CORROSION AROUND NUTPLATE HOLE ON FLOORBOARD BEAM BS 328 LBL 54. INSTALLED NUTPLATE REPAIR, REPAIRED PER TR 53-10-13. (M)									
5320 USAA	287AU 23134	BOEING 7372B7				WEB	CRACKED NLG WW	36056	10/24/97 USAA970320
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 2 INCH CRACK NOSE WHEEL WELL 5 INCHES AFT OF 227 BULKHEAD 1 INCH BELOW W/W CEILING WEB. INSTALLED DOUBLER, REPAIRED PER SRM 51-40-2. (M)									
5320 TSAA	806AL 21927	BOEING 7372S2C				FRAME 65C352436X	CRACKED CARGO DOORWAY		10/31/97 TSAA9753270
DURING HEAVY MAINTENANCE VISIT, REPAIRED CRACKS ON AFT LOWER CARGO DOORWAY FORWARD AND AFT BODY FRAMES WITH REPAIR NKIT 65C35243-11 AND 65C35243-1 PER DRAWING 65C35243 PER ECO1474R8. AIRCRAFT RETURNED TO SERVICE. (M)									
5320 TSAA	806AL 21927	BOEING 7372S2C				SILL 6562124X	CORROSION BS 408-412		10/31/97 TSAA9752269
DURING HEAVY MAINTENANCE VISIT, REPAIRED CORROSION ON MAIN DECK CARGO DOOR SILL AREA OUTBOARD CHORD TOP SURFACE FROM BS 408-412 PER ECO2852R1. AIRCRAFT RETURNED TO SERVICE. (M)									
5320 USAA	591US 23936	BOEING 737301				BEAM BAC1518399	CORROSION BS 1016	31446	11/7/97 USAA970328
CLT - DURING Q-5 VISUAL INSPECTION, FOUND .5 INCH BY .5 INCH AREA OF CORROSION AT STATION 1016 BETWEEN BL 0 AND LBL 42 BEAM. CORROSION TASK CARD NR C53-107-02. INSTALLED REPAIR ANGLES PR REPAIR DOCUMENT NR EA 60678. (M)									
5321 USAA	591US 23936	BOEING 737301				FLOOR 6545855	CORRODED BS 957-984	31446	11/7/97 USAA970327
CLT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND A 15 BY 3 INCH CORRODED AREA AT STATION 957-984 (AFT SERVICE DOOR THRESHOLD) FLOORING WEB, CORROSION TASK NR C53-107-02. FABRICATED WEB PER SRM 53-60-15 PER REPAIR DOCUMENT NR SRM 51-10-02. (M)									
5330 USAA	241US 22443	BOEING 737201				SKIN	CRACKED BS 727	42478	10/16/97 USAA970317
INT - DURING Q-3 CHECK VISUAL INSPECTION, FOUND CRACK .75 INCH LONG SKIN STATION 727A ABOVE STRINGER 16R. INSTALLED DOUBLER AND FILLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	245US 22751	BOEING 737201				SKIN	CRACKED BS 950	40495	11/1/97 USAA970313
ROA - DURING CX-CHECK VISUAL INSPECTION, FOUND 3 INCH CRACK BS 950 STRINGER 24 LEFT FUSELAGE SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 3. (M)									
5330 USAA	245US 22751	BOEING 737201				SKIN	CRACKED BS 845		11/1/97 USAA970312
ROA - DURING CX-CHECK VISUAL INSPECTION, FOUND 2 INCH CRACK BS 845 STRINGER 19 LEFT FUSELAGE. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 6. (M)									
5330 USAA	254AU 22796	BOEING 737201				SKIN	CRACKED BS 378	39707	11/6/97 USAA970321
ROA - DURING CX-2 CHECK VISUAL, VERIFIED WITH EDDY CURRENT INSPECTION FOUND 1.5 INCH CRACK IN SKIN STATION 378 WL 148.5. INSTALLED TEMPORARY REPAIR PER E/A 43288, PERMANENT REPAIR TO BE ACCOMPLISHED WITH IN THE NEXT 500 CYCLES OR NEXT Q-CHECK. REPAIRED PER EA 43288. (M)									

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5330 TSAA	806AL 21927	BOEING 7372S2C				SKIN	CRACKED BS 373		10/31/97 TSAA9753275
DURING HEAVY MAINTENANCE VISIT, FOUND FUSELAGE SKIN CRACK AT E/E COMPARTMENT EXHAUST PORT HOLE UNDER SIDE OF AIRCRAFT. REPAIRED PER ECO272R2, FUSELAGE SECTION 43 LBL 2.9, BS 373 CUTOUT AFT EDGE SKIN AND DOUBLER CORROSION REPAIR. AIRCRAFT RETURNED TO SERVICE. (M)									
5330 USAA	591US 23936	BOEING 737301				SKIN	CRACKED BS 510	31446	11/7/97 USAA970329
CLT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND A 3.75 INCH CRACK EXTENDING FORE AND AFT STATION 510 FUSELAGE LEFT SIDE STRINGER 12 ON THE SKIN. INSTALLED DOUBLER (EXTERNAL FUSELAGE) PER SRM 53-00-01 FIGURE 201. (M)									
5330 USAA	518AU 23704	BOEING 7373B7				SKIN	CRACKED BS 500	31722	9/24/97 USAA970289
CLT - DURING VISUAL AND HIGH FREQUENCY EDDY CURRENT CHECK INSPECTION FOUND A 4 INCH CRACK AT STATION 500 BETWEEN STRINGERS 28R AND 28L SKIN FUSELAGE. INSTALLED DOUBLER AND CHANNEL SUPPORT PER EA 60508 INTERIM REPAIR. WILL DO A PERMANENT REPAIR NEXT Q-CHECK PER EA 60508 REPAIR DOCUMENT. (M)									
5330 USAA	781AU 25020	BOEING 7374B7				PANEL	DAMAGED LEFT SIDE	19280	11/2/97 USAA970311
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND DAMAGED CUT .5 INCH MOUNT FLANGE FOR CLOSE OUT PANEL LEFT SIDE AT PCV ATTACH CLEVIS. BLENDED OUT DAMAGE, FABRICATED FILLER AND INSTALLED REPAIR PER EA 43242. (M)									
7200 SWAA	315SW 23337	BOEING 7373H4	PWA JT8D15A			ENGINE	FAILED NR 2		12/6/97 SWAA971036
IN FLIGHT, EXPERIENCED NR 2 ENGINE VIBRATION ALONG WITH NR 2 GENERATOR DROPPING OFF LINE. REDUCED ENGINE TO IDLE, NO HELP. CREW PERFORMED ENGINE SHUTDOWN PROCEDURES AND DIVERTED TO OAK. LANDED WITHOUT INCIDENT. REPLACED NR 2 ENGINE PER BOEING M/M.									
7261 USAA	223US 21665	BOEING 737201	PWA JT8D9A			OIL FILTER ACB735F1630Y1	DIRTY NR 2 ENGINE		11/15/97 USAASB97315
CLT - FL2386 - APPROX 89 MILES NORTH OF CLT AT FL330, CREW NOTICED THE NR 2 ENGINE OIL FILTER BYPASS LIGHT HAD ILLUMINATED. CAPTAIN REDUCED THE THROTTLE ON NR 2 ENGINE TO IDLE THRUST. THIS HAD NO EFFECT ON THE BYPASS LIGHT. CAPTAIN ELECTED TO SHUTDOWN THE NR 2 ENGINE AND DIVERT TO CLT. AN EMERGENCY WAS DECLARED AND THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE OIL FILTER BYPASS SWITCH AND THE OIL FILTER. NO METAL WAS FOUND. OPS CHECK AND LEAK CHECK GOOD. (M)									
7930 USAA	223US 21665	BOEING 737201	PWA JT8D9A			BYPASS SWITCH 42D107A1M	FAILED NR 2 ENGINE		11/15/97 97ZZM1213
CLT - FL2386 - APPROX 89 MILES NORTH OF CLT AT FL330, CREW NOTICED THE NR 2 ENGINE OIL FILTER BYPASS LIGHT HAD ILLUMINATED. CAPTAIN REDUCED THE THROTTLE ON NR 2 ENGINE TO IDLE THRUST. THIS HAD NO EFFECT ON THE BYPASS LIGHT. CAPTAIN ELECTED TO SHUTDOWN THE NR 2 ENGINE AND DIVERT TO CLT. AN EMERGENCY WAS DECLARED AND THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED THE OIL FILTER BYPASS SWITCH AND THE OIL FILTER. NO METAL WAS FOUND. OPS CHECK AND LEAK CHECK GOOD. (M)									
2564 TWRA	602FF 19734	BOEING 747124				SLIDE/RAFT	FAILED 2R DOOR		11/18/97 97ZZM1219
DURING A SLIDE/RAFT DEMONSTRATION, FOR TRAINING FOR A GROUP OF F/A'S AT JFK, SLIDE MOUNTED AT 2R DOOR FAILED TO DEPLOY. REMOVED AND REPLACED SLIDE/RAFT PER MM 25-69-00 AND TC 25-665-2R. REMOVED AND REPLACED DOOR ASSIST BOTTLE PER MM 52-11-06 AND WIC 25-617-2R. (M)									
2564 TWRA	602FF 19734	BOEING 747124				SLIDE/RAFT D30440103	FAILED 2R DOOR		11/18/97 TWRA97199
DURING A SLIDE/RAFT DEMONSTRATION, FOR TRAINING FOR A GROUP OF F/A'S AT JFK, SLIDE MOUNTED AT 2R DOOR FAILED TO DEPLOY. REMOVED AND REPLACED SLIDE/RAFT PER MM 25-69-00 AND TC 25-665-2R. REMOVED AND REPLACED DOOR ASSIST BOTTLE PER MM 52-11-06 AND WIC 25-617-2R. (M)									

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2910 P5CA	852FT 19757	BOEING 747122				CHECK VALVE 2680212	CRACKED NR 2 PYLON		12/14/97 P5CA9701848
ON LANDING GROUND SAW SMOKE AND POSSIBLE FLAMES COMING FROM NR 2 ENGINE AT SAME TIME LOST QUANTITY FROM NR 2 HYDRAULIC SYSTEM. NO WARNING FROM FIRE DETECTION EQUIPMENT OR OTHER ABNORMAL ENGINE READINGS. FOUND CHECK VALVE ON NR 2 HYDRAULIC MODULE CRACKED. REPLACED PER BOEING M/M 29-11-23.									
2910 P5CA	921FT 21575	BOEING 747283B				LINE	CHAFED PYLON		12/4/97 P5CA9701849
EDP PRESSURE LINE CHAFFING INTO INBOARD SIDE LINK ASSY ON FORWARD SIDE BY CLAMP BLOCK. REPLACED LINE REF SB 54-2158A PYLON MOD.									
2913 TWRA	609FF 20354	BOEING 747121				HYD PUMP 3508807	CRACKED NR 4 ENGINE		11/4/97 TWRA97196
AFTER TAKEOFF, NR 4 HYDRAULIC SYSTEM DECREASED TO 4 GALLONS. ENGINE PUMP DPERSSURIZED QUANTITY CONTINUED TO DECREASE. AIRCRAFT TURNBACK JFK. REMOVED AND REPLACED ENGINE DRIVEN PUMP. PRESSURE FILTER AND CASE DRAIN FILTER PER MM 29-11-05 MM 29-11-18 AND 29-11-23. OPERATIONAL CHECK NORMAL. A/C RETURN TO SERVICE. (M)									
3244 NWAA	661US 23719	BOEING 747451				TIRE 161U000115	SEPARATED MLG		12/12/97 175 9723106301
DURING TAKEOFF, THE NR 8 TIRE RECAP SEPARATED FROM THE TIRE CAUSING DAMAGE TO THE SURROUNDING AREA RESULTING IN A HYDRAULIC FLUID LOSS FROM THE NR 1 SYSTEM. AIRCRAFT COMPLETED TAKEOFF BUT RETURNED TO HNL AND LANDED WITHOUT INCIDENT. REPLACED THE NR 7 AND NR 8 TIRE ASSEMBLIES AND REPAIRED DAMAGED AREAS. OPERATIONAL CHECK GOOD.									
3350 TWRA	609FF 20354	BOEING 747121				LIGHT BR9279104	LOOSE CABIN		10/30/97 TWRA97197
DURING B-SERVICE, FOUND UPPER DECK EXIT LIGHT ON TOP OF SPIRAL STAIRCASE PEDESTAL LOOSE AND TAPED UP. REPLACED EXIT SIGN LIGHT AS PER MM 33-51-00. OPERATIONAL CHECK OK. (M)									
3350 NWAA	661US 23719	BOEING 747451				WIRES	LOOSE CABIN		12/11/97 9723096301
DURING LINE CHECK, FOUND D ZONE FLOOR PATH EMERGENCY LIGHTS INOPERATIVE. RECONNECTED WIRES AT DOOR 4R. OPERATIONAL CHECK GOOD.									
3510 NWAA	638US 23549	BOEING 747251B				WIRE	LOOSE COCKPIT		12/13/97 9723126638
DURING CLIMB, THE CREW OXYGEN GAUGE INDICATED THERE WAS NO CREW OXYGEN. AIRCRAFT RETURNED TO NRT AND LANDED WITHOUT INCIDENT. REPLACED THE GROUND WIRE ON THE TRANSDUCER AND THE FIRST OFFICER'S OXYGEN MASK. OPERATIONAL CHECK GOOD.									
5210 TWRA	602FF 19734	BOEING 747124				BEARING BACB10C116H	SHEARED 2R DOOR		11/18/97 TWRA97200
DURING A SLIDE/RAFT DEMONSTRATION, 2R MED WAS JAMMED AND GUIDE ARM BEARING SHEARED, FLIGHT ATTENDANTS TRAINING AT JFK. REMOVED AND REPLACED GUIDE ARM BEARING PER MM 52-11-07. OPERATIONAL CHECK NORMAL. A/C RETURN TO SERVICE. (M)									
5245 P5CA	3203Y 19751	BOEING 747128				HINGE	BROKEN NR 2 PACK ACCESS		12/10/97 P5CA9701847
LEVEL 2 CORROSION NR 2 PACK ACCESS PANEL NR 3 HINGE BROKEN. REPLACED NR 1, NR 2 AND NR 3 HINGE ASSYS AS PER SRM 51-30-02.									
5245 P5CA	3203Y 19751	BOEING 747128				HINGE	BROKEN NR 1 PACK DOOR		12/10/97 P5CA9701845
LEVEL 2 CORROSION NR 1 PACK EXIT DOOR PANEL 2ND HINGE FOUND BROKEN. REPLACED HINGE ASSY ON DOOR AS PER SRM 51-30-02. ACCOMPLISHED REPAIR ON NR 1 AND NR 3 HINGE MOUNT AS PER POLAR MA NR 531210.									

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5320 P5CA	3203Y 19751	BOEING 747128				STRAP	BROKEN NR 3 PACK ACCESS		12/10/97 P5CA9701846
LEVEL 2 CORROSION NR 3 PACK ACCESS PANEL STRAP BROKEN. FABRICATED AND INSTALLED NEW STRAP AS PER SRM 51-10-01.									
5330 IPXA	683UP 20353	BOEING 747121				SKIN	DAMAGED FUSELAGE		12/10/97 UPS97425343
INSPECTION TYPE, N/A FUSELAGE SKIN HAS DAMAGE BELOW MAIN CARGO DOOR. ACCOMPLISHED B747-5310-9806A EO FOR RETURN TO SERVICE AND DEFERRED AS REQUIRES. PERMANENT REPAIR TO BE ACCOMPLISHED WITHIN 30 DAYS DI 143360.									
5400 P5CA	921FT 21575	BOEING 747283B				BRACE	CHAFED NR 1 PYLON		12/4/97 P5CA9701850
CHAFING DAMAGE ON NR 1 PYLON DIAGONAL BRACE FORWARD END LOWER SIDE CAUSED BY HYD DOOR FORWARD LATCH CLEARANCE. REPAIRED PER SRM 51-10-01.									
5730 P5CA	851FT 19756	BOEING 747122				PANEL 65B1162342	DAMAGED WING		12/12/97 P5CA9701851
DURING APPROACH WHEN FLAPS SELECTED TO 5 A VIBRATION WAS FELT UNTIL FLAT 10 SELECTED. ALL FLIGHT CONTROL AND LANDING GEAR IND NORMAL. FOUND FLYING PANEL DAMAGED. REMOVED AND REPLACED RT FLYING PANEL AS PER MM 57-22-01. ALSO, FOUND DAMAGE TO RT I/B FOREFLAP. REMOVED AND REPLACED RT I/B FORE FLAP PER MM 217-51-02 P/N 65B02001-102.									
7200 CKSA	704CK 20528	BOEING 747146	PWA JT9D7A			ENGINE	FAILED NR 1		11/30/97 CKSA97586
ON DESCENT SMOKE ENTERED CABIN ISOLATED TO NR 1 ENG WHEN HIGH STAGE LIGHT ON. PERFORMED MAINTENANCE CHECKLIST FOR INOPERATIVE ENGINE FERRY FLIGHT AS REQUIRED FOR THREE ENGINE. FERRY. INSPECTED AND FOUND SAFE FOR INTENDED THREE ENGINE FERRY FLIGHT. REMOVED AND REPLACED ENG NR 1 PER AIA WORK CARD 7EC7100. OP CHECKED, TRIMMED AND LEAK CHECKED OK IAW BOEING B747 MM 71-00-00.									
7800 SRAA	741SJ 22063	BOEING 747246F				EXHAUST CASE	CRACKED NR 4 ENGINE		12/6/97 SRAA971207
ON DESCENT INTO JNB, FLIGHT 6212, FELT VIBRATION AND COULD NOT ISOLATE IT. POST FLIGHT INSPECTION FOUND NR 4 ENGINE TAILCONE LOOSE AND BRACKETS BROKEN, ALSO FOUND TURBINE EXHAUST CASE CRACKED. REPLACED NR 4 ENGINE AND PERFORMED ENGINE RUN PER MM CH 71-00-00.									
2751 NWAA	504US 23197	BOEING 757251				TRANSMITTER 18196917	MALFUNCTIONED TE FLAPS		12/4/97 9723185504
AT FL370, RECEIVED TRAILING EDGE FLAP DISAGREE WARNING AND TRAILING EDGE FLAP ASYMMETRY EICAS MESSAGE. CREW PERFORMED COM PROCEDURE AND A DECISION WAS MADE TO DIVERT TO MSP FOR BETTER RUNWAY CONDITIONS. FLIGHT LANDED IN MSP WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 FLAP SLAT ELECTRONIC UNIT AND THE LEFT FLAP POSITION TRANSMITTER. OPERATIONAL CHECK WAS SATISFACTORY.									
3350 AALA	632AA 24590	BOEING 757223				LIGHT 1010731	BROKEN CABIN		11/17/97 AALA972184
DFW - DURING OVERNIGHT MAINTENANCE, FOUND RIGHT AFT SERVICE DOOR EXIT LIGHT MARKER ASSEMBLY BROKEN. REPLACED EMERGENCY EXIT MARKER ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	607DL 22814	BOEING 757232				BATTERY 61020	DISCHARGED CABIN		12/14/97 DL757972636
F/A FOUND 2R ATTENDANT FWD FLASHLIGHT BATTERY DEAD.REPLACED BATTERY AND BULB. OLD BULB OPS GOOD.									
3350 USAA	620AU 27199	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		11/8/97 USAABB97135
LAX - FLOOR LIGHTING INOPERATIVE AT SEATS 1 AND 6. MAINTENANCE REPLACED THE BATTERIES. (M)									

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3350 USAA	620AU 27199	BOEING 7572B7				BATTERY 9221009	DISCHARGED CABIN		11/8/97 USAABB97136
LAX - EXIT IDENTIFIER AT L4 DOOR INOPERATIVE. MAINTENANCE REPLACED THE IDENTIFIER BATTERY. (M)									
3350 USAA	622AU 27201	BOEING 7572B7				SIGN 8731002511	INOPERATIVE CABIN		11/2/97 USAABB97132
LAX - FOUND L4 DOOR EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE EXIT IDENTIFIER ASSEMBLY. (M)									
3350 USAA	624AU 27245	BOEING 7572B7				SIGN 8731002511	INOPERATIVE CABIN		10/15/97 USAABB97133
LAX - R4 DOOR EMERGENCY EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE IDENTIFIER. (M)									
3350 USAA	625VJ 27246	BOEING 7572B7				SIGN 8731002511	INOPERATIVE R4 DOOR		11/8/97 USAABB97137
LAX - R4 EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE IDENTIFIER ASSEMBLY. (M)									
5315 AALA	624AA 24582	BOEING 757223				FLOORBEAM	CORRODED BS 1640		10/22/97 AALA974061
AFW - FLOORBEAM AT STATION 1640 HAS CORROSION REMOVAL BEYOND LIMITS. REF MRB 757-1251. REFINISHED THE AREA PER REF C SRM SECTION. (M)									
2530 TWAA	607TW 22570	BOEING 767231				SERVICE CART 888011	FAILED GALLEY		11/24/97 TWAA9713901
JFK - FLT 903 - DURING CRUISE, NR 3 AFT GALLEY 1564 CART EMMITED SPARKS. REPLACED GALLEY SERVICE CART MFG P/N 88801-1, CHORD AND CONTROLLER. AIRCRAFT WIRING CHECKED OK. OPERATION NOW NORMAL, MFG P/N 88801-1. (M)									
2530 DALA	153DL 24985	BOEING 7673P6			1811150417	COFFEEMAKER	FAILED MID GALLEY		12/11/97 DL76G972606
NOTICED SLIGHTLY ACRID ELECTRICAL SMELL COMING FROM MID GALLEY. REPLACED NR 1 AND NR 2 COFFEEMAKERS IN MID GALLEY.									
2752 DALA	191DN 28448	BOEING 767332			5500500103	ACTUATOR	FAILED RT TE FLAP		12/13/97 DL76L972631
T/E FLAP DISAGREE WHEN GOING FROM 20 DEG TO 25 DEG POSITION. FOUND LOAD RELIEF ACTUATOR STUCK IN EXTENDED POSITION. REPLACED ACTUATOR AND OPS OK.									
3320 TWAA	691LF 25137	BOEING 767330				ELECTRONIC BOX RDAX4406	FAILED CABIN		11/21/97 TWAA9713702
FCO - FLT 840 - F/A REPORTED ELECTRICAL BURNING ODOR IN AREA OF ROWS 25-29 SEATS 8-9 STRONGEST AROUND ROW 27 PAX AUDIO. READING LIGHTS WENT OUT IN THAT AREA SHORTLY AFTER ODOR DETECTED. TURNED OFF ALL PAX ENT SYSTEM READING LIGHTS AS A PRECAUTION. REPLACED SEAT ELECTRONIC BOX TWA P/N 236-0755. SYSTEM OPS NORMAL. (M)									
3350 AALA	324AA 22325	BOEING 767223				WIRE	BROKEN CABIN		11/14/97 AALA972173
SFO - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT LIGHT AT SEAT 27H INOPERATIVE. REPAIRED BROKEN WIRE AT SEAT 27H CONNECTOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	324AA 22325	BOEING 767223				CONNECTOR	BROKEN CABIN		11/14/97 AALA972174
SFO - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT LIGHT AT SEAT 17 H/J INOPERATIVE. REPAIRED PIN THAT WAS PUSHED BACKED AND RESEATED CONNECTOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 TWAA	605TW 22568	BOEING 767231				LIGHT	INOPERATIVE CABIN		11/24/97 TWAA9713704
JFK - FLT 22 - GROUND MAINTENANCE CHECK EMERGENCY EGRESS LIGHTING INOP. FOUND MOISTURE IN LIGHT TRACK. DRIED SAME WITH ALCOHOL. (M)									
3350 AALA	360AA 24041	BOEING 767323				CONNECTOR 1721651	BROKEN CABIN		11/19/97 AALA972211
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT AISLE LIGHT AT SEAT 31H INOPERATIVE. REPAIRED CONNECTOR AND SOCKET. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3442 USAA	650US 23902	BOEING 767201				RADAR INDICATOR 20412222454	MALFUNCTIONED COCKPIT	30900	11/6/97 USAABB97134
TER - FL 11 EN ROUTE MAD-PHL, CREW NOTED AN ACCUMULATION OF SMOKE IN THE COCKPIT WHICH WAS COMING FROM UNDER THE INSTRUMENT PANEL. CREW COULD NOT ISOLATE THE PROBLEM, DECLARED AN EMERGENCY AND DIVERTED TO TER. AS THE AIRCRAFT DESCENDED, THE SMOKE ABATED. FLIGHT LANDED WITH NO FURTHER INCIDENT. MAINTENANCE FOUND THE WEATHER RADAR INDICATOR WAS THE PROBLEM. (M)									
5311 AALA	368AA 25195	BOEING 767323				FRAME	CORRODED BS 500		10/17/97 AALA974051
AFW - FOUND AND BLENDED OUT CORROSION ON THE UPPER AND LOWER SURFACE OF THE FRAME INNER CHORD FORWARD FLANGE IN THE FORWARD CARGO COMPARTMENT. REFINISHED THE BLENDED AREA PER SRM. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB767-1496. (M)									
5311 AALA	368AA 25195	BOEING 767323				FRAME	CORRODED BS 1219		10/17/97 AALA974052
AFW - FOUND AND BLENDED CORROSION ON THE UPPER SURFACE OF THE FRAME INNER CHORD AFT FLANGE IN THE AFT CARGO. THE BLEND OUT EXCEEDS SRM LIMITS. REFINISHED THE BLENDED AREA PER SRM. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB767-1494. (M)									
5311 AALA	368AA 25195	BOEING 767323				FRAME	CORRODED BS 654		10/17/97 AALA974056
AFW - FOUND AND BLENDED OUT AN AREA OF CORROSION ON THE UPPER AND LOWER SURFACES OF THE FRAME UPPER CHORD FORWARD FLANGE IN THE FORWARD CARGO COMPARTMENT. REFINISHED THE BLENDED AREA PER SRM. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB767-1497. (M)									
5315 AALA	368AA 25195	BOEING 767323				FLOORBEAM	CORRODED BS 790		10/17/97 AALA974055
AFW - FLOORBEAM CORRODED BEYOND LIMITS. FILLED, PRIMED AND PAINTED PER ENGINEERING MRB 767-1492. (M)									
5320 AALA	351AA 24032	BOEING 767323				MOUNT 8369011	CORRODED G6 GALLEY		10/20/97 AALA974057
AFW - GALLEY MOUNT N-N CORRODED. REMOVED CORROSION. FABRICATED AND INSTALLED REPAIR FITTING USING 7075-T6511 EXTRUSION AND SHEET ALUMINUM. APPROVED BY ENGINEERING PER MRB 767-1504. (M)									
5320 AALA	351AA 24032	BOEING 767323				MOUNT 8369011	CORRODED G7 GALLEY		10/20/97 AALA974059
AFW - GALLEY MOUNT N-N FOUND CORRODED. REMOVED CORROSION. FABRICATED AND INSTALLED REPAIR FITTING USING 7075-T6511 EXTRUSION. APPROVED BY ENGINEERING PER MRB 767-1506. (M)									
5320 AALA	351AA 24032	BOEING 767323				MOUNT 8369001	CORRODED G6 GALLEY		10/20/97 AALA974058
AFW - GALLEY MOUNT M-M FOUND CORRODED. REMOVED CORROSION. FABRICATED AND INSTALLED REPAIR FITTING USING 7075-T6511 EXTRUSION. APPROVED BY ENGINEERING PER MRB 767-1505. (M)									

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5320 AALA	351AA 24032	BOEING 767323				MOUNT 8399003	CORRODED G7 GALLEY		10/20/97 AALA974060
AFW - G-7 GALLEY MOUNT FOUND CORRODED, GALLEY MOUNT M-M. FABRICATED AND INSTALLED REPAIR FITTING USING 7075-T6 EXTRUSION AND .071 INCH SHEET ALUMINUM AFTER REMOVAL OF ALL CORROSION. ALODINED, PRIMED AND PAINTED. APPROVED BY ENGINEERING PER MRB 767-1503. (M)									
5320 AALA	368AA 25195	BOEING 767323				SILL	CORRODED R2 DOORWAY		10/17/97 AALA974050
AFW - FOUND AND BLENDED OUT TWO AREAS OF CORROSION ON THE FLOOR SUPPORT TEE AT THE R2 DOOR LOWER SILL. REFINISHED THE BLENDED AREAS PER SRM. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB767-1489. (M)									
5347 AALA	368AA 25195	BOEING 767323				SEAT TRACK	CORRODED BS 347		10/16/97 AALA974053
AFW - FOUND AND BLENDED TWO AREAS OF CORROSION ON THE UPPER SURFACE OF THE UPPER FLANGE AT THE SEAT TRACK. REFINISHED THE BLENDOUTS PER SRM 53-00-52 FIG 101. APPROVED FOR CONTINUED SERVICE WITH NOTED CONDITION BY ENGINEERING PER MRB 767-1495. (M)									
2121 AOQA	727TA NA0202	BRAERO HS125700A				FAN	FAILED LAVATORY		11/6/97 97ZZZX5146
AIRCRAFT ON GROUND AT GON, WITH ELECTRIC POWER ON IN AIRCRAFT. BURNING SMELL EMITTED FROM LAVATORY. ELECTRIC POWER REMOVED FROM AIRCRAFT. IDENTIFIED CAUSE OF BURNING SMELL TO BE VENTURI OPERATED FAN. AIRCRAFT OPERATED IAW MEL PROCEDURES. FAN AND VENTURI TUBE PN 132322-2-1, SN 84-1449. TSN: 6,696.9 HOURS. FAN MOTOR PN 207640-10 BURNED AND MELTED. INSTALLED OVERHAULED FAN AND VENTURI TUBE. PERFORMED OPERATIONAL CHECK, GOOD. AIRCRAFT RETURNED TO SERVICE 11-6-97.									
2760 COMA	969CA 7141	CNDAIR CL6002B19				CONTROL UNIT 4916405	MALFUNCTION E/E COMPT	2984	12/14/97 COMA9760243
SPOILERONS CAUTION MESSAGE DURING FLIGHT. REPLACED THE NR 1 SECU.									
3010 COMA	929CA 7035	CNDAIR CL6002B19				CONTROLLER 20035008067	MALFUNCTION ANTI ICE DUCT	9754	12/11/97 COMA9760249
ANTI-ICE DUCT LEAK WARNING DURING TAKEOFF. REPLACED THE BLEED AIR LEAK CONTROLLER.									
3010 COMA	946CA 7072	CNDAIR CL6002B19				DEICE SYST	MALFUNCTIONED WINGS		12/10/97 COMA9760248
WING OVERHEAT WARNING DURING TAKEOFF. DEFERRED NORMAL WING DE-ICE SYSTEM. AIRCRAFT CONTINUED SERVICE ON STANDBY SYSTEM.									
3230 COMA	964CA 7129	CNDAIR CL6002B19				VALVE 46193	MALFUNCTION LANDING GEAR	3556	12/12/97 COMA9760246
LANDING GEAR UNSAFE AND DISAGREE MESSAGE WHEN SELECTED DOWN FOR LANDING. REPLACED THE MLG PRIORITY VALVE.									
3244 JO1R	90UC 1023	CNDAIR CL6001A11				TIRE 256K433	DEFECTIVE SIDEWALL		11/25/97 97ZZZX5136
***** DURING POST-FLIGHT INSPECTION, A BUBBLE WAS FOUND ON THE SIDEWALL OF TIRE. AFTER TIRE WAS REPLACED, THE S/N WAS CHECKED AGAINST ANOTHER TIRE THAT HAD BEEN REMOVED PREMATURELY FOR AIR LEAKING FROM WEEP HOLES IN SIDEWALL. THAT TIRE S/N WAS 7102030. SINCE THESE 2 TIRES WERE PURCHASED IN A LOT OF 3, THE THIRD TIRE, SN 71020929, WAS RESEARCHED. THIS TIRE HAD ALSO BEEN REMOVED FROM SERVICE PREMATURELY BECAUSE IT HAD BEEN FOUND ON A POST-FLIGHT WITH VERY LOW PRESSURE. A VISIBLE PUNCTURE HOLE HAD BEEN PRESUMED TO BE AT FAULT, THOUGH THE TIRE WAS NOT TOTALLY FLAT. SUBMITTER STATED IT APPEARS SOME SORT OF MANUFACTURING DEFECT IN THAT S/N BATCH CAUSED ALL 3 DEFECTS. 69 LANDINGS SINCE NEW.									
3260 COMA	952CA 7092	CNDAIR CL6002B19				PSEU 864806	MALFUNCTION LANDING GEAR	4431 954	12/9/97 COMA9760242
PROX SYSTEM FAULT MESSAGE, LANDING GEAR UNSAFE INDICATION. REPLACED THE PROX SYSTEM ELECTRONIC UNIT.									

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3350 COMA	915CA 7013	CNDAIR CL6002B19				SIGN BR9279106	BROKEN GALLEY		12/12/97 COMA9760250
GALLEY EMERGENCY EXIT SIGN BROKEN. REPLACED EXIT SIGN.									
3350 COMA	938CA 7046	CNDAIR CL6002B19				LAMP 1317	FAILED CABIN		12/14/97 COMA9760245
1 CABIN CEILING LIGHT IS INOP. REPLACED BULB.									
3350 COMA	971CA 7145	CNDAIR CL6002B19				LAMP 1317	FAILED CABIN		12/14/97 COMA9760244
THE AFT CEILING EMERGENCY LIGHT IS INOP. REPLACED LIGHT BULB.									
4990 COMA	925CA 7027	CNDAIR CL6002B19				OIL COOLER 1603662	BLOCKED APU		12/10/97 COMA9760247
APU OIL TEMP CAUTION MESSAGE. REPLACED THE APU OIL COOLER.									
5210 COMA	973CA 7146	CNDAIR CL6002B19				LEVER HANDLE 600318877	OUT OF ADJUST PAX DOOR	2714	12/6/97 COMA9760241
CABIN DOOR WARNING MESSAGE DURING CLIMB AT 16000 FT. ADJUSTED THE CABIN DOOR INNER LATCH HANDLE.									
2612 GAIA	94258 119	CVAC 240D				FIRE DETECTOR A49833	CORRODED CARGO COMP		11/19/97 GAIA9765
KHA - FLT 432 - CVG-MKE - ON APPROACH TO MKE, THE 'FWD CARGO AND ELECT ACCESS' FIRE WARNING LIGHT ACTIVATED FOR ONE SECOND. INSPECTION FOUND CORROSION ON THE COCKPIT HEATER FIRE DETECTORS IN THE FORWARD CARGO COMPARTMENT. THE DETECTORS WERE CLEANED AND THE FIRE DETECTORS TESTED OK. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
8530 ENFA	491K 434	DHAV DHC3	PWA R134059			CYLINDER 126743	FAILED NR 8 EXH ROCKER	7/12/97 642	97ZZZX5142
AKN - EN ROUTE AIRCRAFT EXPERIENCED ENGINE ROUGHNESS. PILOT LANDED AIRCRAFT AT REINDEER BAY, NAKNEK LAKE. PROBLEM WAS DETERMINED TO BE EXHAUST SIDE ROCKER CHAMBER CRACKED THROUGH ROCKER AXLE PIN BORES. SUSPECT CAUSES: COULD BE INCORRECT ROCKER AXLE TORQUE OR VALVE STICKING.									
2710 QXEA	811PH 23	DHAV DHC8102				GAP SEALS	WORN AILERONS		12/5/97 QXEA9700892
DURING FLIGHT AIRCRAFT REQUIRED SOME AILERON AND RUDDER TRIM TO FLY COORDINATED. THIS CAUSED THE AIRCRAFT TO BE HARD TO TURN LEFT, WORSE AT HIGHER SPEEDS. CHECKED AILERON RIGGING AND TRAVEL CHECKED GOOD. COMPLIED WITH EA 9-57-320, INSTALLED AILERON GAP SEALS AND TEST FLIGHT GOOD.									
3260 QXEA	347PH 480	DHAV DHC8202				PSEU 858601	FAILED LT MLG		12/16/97 QXEA9700905
PDX - WHILE EN ROUTE FROM SEA AT 13000 FT AND 220 KTS, EXPERIENCED ST ELMOS FIRE ON FIRST OFFICERS WINDSCREEN WITH SIMULTANEOUS ILLUMINATION OF 3 RED GEAR UNSAFE LIGHTS. THE LEFT GEAR DOOR AMBER LIGHT AND THE LANDING GEAR INOP CAUTION LIGHT. ACCOMPLISHED ALTERNATE EXTENSION. NO FURTHER PROBLEMS EXPERIENCED. PERFORMED A BITE DIAGNOSTIC TEST OF THE PSEU SYSTEM FOUND FAULT 53. REPLACED PSEU IAW TASK 32-61-00-000-801. PERFORMED A BITE TEST, NO DEFECTS NOTED. PERFORMED A GEAR SWING OPERATIONAL CHECK GOOD. AIRCRAFT RETURNED TO SERVICE.									
3350 MALA	824MA 327	DHAV DHC8102				BULB 1013073	FAILED CABIN		12/14/97 MALA975809
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. ALL CHECKS GOOD.									
3350 MALA	827MA 331	DHAV DHC8102				BATTERY PACK 6104789	DISCHARGED CABIN		12/10/97 MALA975805
DURING PREFLIGHT INSPECTION, THE EMERGENCY LIGHTS ILLUMINATE FOR APPROXIMATELY 10 TO 15 SECONDS ANT THEN THEY ALL EXTINGUISH. AIRCRAFT FERRIED TO DTW FOR REPAIRS. MAINTENANCE REPLACED EMERGENCY LIGHT BATTERY PACKS. ALL CHECKS GOOD.									

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3350 MALA	828MA 333	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		12/12/97 MALA975808
DURING INSPECTION, ONE EMERGENCY EXIT LIGHT INOP AT ROW 4. MAINTENANCE RELAMPED EMERGENCY EXIT LIGHT. ALL CHECKS GOOD.									
3350 MALA	829MA 335	DHAV DHC8102				BULB 1013075	FAILED CABIN		12/15/97 MALA975810
DURING INSPECTION, ONE RED FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. ALL CHECKS GOOD.									
3350 QXEA	815PH 50	DHAV DHC8102			DHAV 82510202001	LIGHT 10005511	INOPERATIVE COCKPIT	14321 1555	12/8/97 QXEA9700893
PDX - COCKPIT EMERGENCY OVERHEAD LANTERN INOP. REPLACED LIGHT, OPERATIONAL CHECK GOOD.									
3350 MASA	434YV 434	DHAV DHC8202				CONNECTOR G519020	LOOSE CABIN		11/14/97 MASA97217
DURING ROUTINE LINE CHECK INSPECTION, THE FORWARD 6 INCH EXIT LIGHT STRIP DID NOT ILLUMINATE DURING OPS CHECK OF THE EMERGENCY LIGHT SYSTEM. MAINTENANCE FOUND THE 6 INCH SECTION TO HAVE A BAD CONNECTION AT THE PLUG. THE PLUG WAS REPAIRED WITH NO OTHER FAULTS FOUND. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	448YV 448	DHAV DHC8202				LIGHT 10005511	FAILED CABIN		11/25/97 MASA97231
FLT 7567 - GJT-DEN - UPON ARRIVAL IN DEN, PILOT NOTICED THAT THE EMERGENCY OVERHEAD PORTABLE FLASHLIGHT BATTERY WAS NOT CHARGED. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY FLASHLIGHT. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 MASA	456YV 456	DHAV DHC8202				BULB MS25231316	LOOSE CABIN		11/17/97 MASA97226
FLT 7583 - MTJ-DEN - CREW NOTICED ONE OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE CREWS IN DEN RESET BULB IN SOCKET, LIGHT OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
5210 QXEA	811PH 23	DHAV DHC8102				SPRING STRUT	BENT PAX DOOR		12/9/97 QXEA9700895
PDX - MAIN CABIN DOOR WOULD NOT OPEN ALL THE WAY. DEPLANED PASSENGERS THROUGH THE EMERGENCY EXIT. FOUND AFT GAS SPRING STRUT BENT. REPLACED SNUBBER, OPERATIONAL CHECK GOOD.									
5347 QXEA	831PH 328	DHAV DHC8102				SEAT TRACK	CORRODED CABIN		9/28/97 QXEA9700865
PDX - SEAT TRACK NR 4 HAS SURFACE CORROSION UNDER THE WARDROBE FLOOR ENTRY. REPAIRED IAW HORIZON EA 9-53-331.									
5347 QXEA	831PH 328	DHAV DHC8102				SEAT TRACK	CORRODED CABIN		9/27/97 QXEA9700866
PDX - CORROSION ON RIGHT INBOARD SEAT TRACK JUST AFT OF THE BIFFY. REPAIRED IAW HORIZON EA 9-53-331.									
5414 QXEA	831PH 328	DHAV DHC8102				SKIN	DAMAGED RT NACELLE		10/5/97 QXEA9700862
PDX - IMPACT DAMAGE AFT OF REFUEL DOOR ON OUTBOARD SIDE OF RIGHT NACELLE. REPAIRED DAMAGE IAW DEHAVILLAND SRM 51-70-00 PAGE 401 REPAIR 4.									
5730 QXEA	831PH 328	DHAV DHC8102				LADDER PLATE	CORRODED LT WING		9/28/97 QXEA9700863
PDX - LEFT WING LADDER PLATE FOR FUEL PANEL 524BT HAS LIGHT FRETTING CORROSION ON OUTBOARD END. REPAIRED IAW EA 9-57-298.									

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5730 QXEA	831PH 328	DHAV DHC8102				LADDER PLATE	CORRODED LT WING		9/28/97 QXEA9700864
PDX - LEFT WING LADDER PLATE FOR FUEL PANEL 524AT HAS LIGHT FRETTING CORROSION ON INBOARD AND OUTBOARD ENDS. REPAIRED IAW HORIZON EA 9-57-297.									
6120 QXEA	345PH 476	DHAV DHC8202				AUTOFEATHER SYST	ACTIVATED NR 2 ENGINE		12/8/97 QXEA9700891
NR 2 ENGINE AUTOFEATHERED AFTER TAKEOFF. AIRCRAFT RETURNED TO FIELD, LANDED WITHOUT INCIDENT. AIRCRAFT DOWN FOR REPAIRS.									
7300 QXEA	348PH 484	DHAV DHC8202				FUEL	WATER CONTAM NR1&2 ENGINES		12/11/97 QXEA9700898
RDD - NR 2 ENGINE QUIT SHORTLY AFTER START, THEN NR 1 ENGINE QUIT WITHIN TWO MINUTES. AIRCRAFT JUST SERVICED BY FUEL TRUCK. DRAINED FUEL, SUMPED BOTH TANKS, WET MOTORED BOTH ENGINES UNTIL NO FUEL FLOW NOTED. REPLACED BOTH ENGINE HI/LOW PRESSURE FUEL FILTERS. REFUELED WITH KNOWN GOOD FUEL. WET MOTORED BOTH ENGINES UNTIL FUEL FLOW WAS EVIDENT. GROUND RUN LEAK CHECKED BOTH ENGINES. REPLACED BOTH HI/LOW PRESSURE FUEL FILTERS. GROUND RAN LEAK CHECKED BOTH ENGINES PERFORMED POWER ASSURANCE RUN IAW QX TASK CARD. RESUMPED BOTH WING TANKS WITH NO EVIDENCE OF WATER IN SAMPLE. AIRCRAFT REPOSITIONED TO PDX WITH NO FURTHER PROBLEMS.									
7324 QXEA	811PH 23	DHAV DHC8102	PWA PW120A		PRATT 310450001	DIVIDER 3033960	MALFUNCTION ENGINE	9569 31	12/9/97 QXEA9700894
RETURNED TO GATE WITH NR 2 ENGINE FUEL PRESSURE WARNING. REPLACED NR 2 FUEL FLOW DIVIDER, OPERATIONAL CHECK GOOD.									
3350 VNNA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	FAILED CABIN	59545 670	12/6/97 VNAA9712005
AT PREFLIGHT INSPECTION, THE CREW NOTED A SECTION OF EMERGENCY FLOOR LIGHTING THAT WAS INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE 5LK EMERGENCY BATTERY PACK IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-51-01. OPERATION CHECKS WERE COMPLETED AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3412 VNNA	426JS 3038	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PROBE 102JG1AG01	FAILED ENGINE	32445 17475	12/11/97 VNAA9712006
DURING TAXI PRIOR TO TAKEOFF, THE CREW NOTED A TAT FAIL WARNING MESSAGE. THE AIRCRAFT RETURNED TO THE GATE WITHOUT ANY FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REPLACED THE DUAL TEMPERATURE PROBE, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 34-11-03. OPERATION CHECKS WERE COMPLIED WITH AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2560 CALA	EIDLA 46958	DOUG DC1030				MEGAPHONE A12SA	INOPERATIVE CABIN		12/7/97 CALA9701719
INSPECTION FOUND PORTABLE MEGAPHONE INOPERATIVE. THE MEGAPHONE WAS REMOVED AND REPLACED.									
2565 CNMA	450AX 46942	DOUG DC1010				SLIDE 24D30052111	FAILED TEST DOOR 4R		11/4/97 97ZZZX5151
NR 4R DOOR SLIDE/RAFT DID NOT BLOW PROPERLY - SN 1355. SLIDE/RAFT ROUTED TO SHOP FOR OVERHAUL. SLIDE/RAFT FAILED DURING FAA CERTIFICATION DRILL FOR OAI.									
2565 CNMA	450AX 46942	DOUG DC1010				SLIDE 24D30052111	FAILED TEST DOOR 2L		11/4/97 97ZZZX5150
NR 2L DOOR SLIDE/RAFT DID NOT BLOW PROPERLY - SN 2258, SLIDE/RAFT ROUTED TO SHOP FOR OVERHAUL. SLIDE/RAFT FAILED DURING FAA CERTIFICATION DRILL FOR OAI.									
3350 CALA	EIDLA 46958	DOUG DC1030				WIRES	BROKEN CABIN		12/7/97 CALA9701717
INSPECTION FOUND EMERGENCY EXIT LIGHT WIRES AT DOOR R-1 BROKEN. THE WIRES WERE REPAIRED IAW 20-30-00.									
3350 CALA	EIDLA 46958	DOUG DC1030			BRUCE	LIGHT BR964412	INOPERATIVE CABIN		12/7/97 CALA9701718
INSPECTION FOUND THE RED EMERGENCY LIGHT AT SEAT 21 LK INOPERATIVE. THE LIGHT ASSEMBLY WAS REMOVED AND REPLACED IAW MM 33-50-00.									

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4920 NWAA	141US 46750	DOUG DC1040				APU TSCP7004B	SMOKING TAIL	64403 547	12/12/97 9723111141
DURING TAXI AS PACKS NR 2 AND NR 3 WERE BROUGHT ON LINE, SMOKE BEGAN TO ENTER THE CABIN AREA. AIRCRAFT RETURNED TO THE GATE AND PASSENGERS DEPLANED THROUGH THE JETWAY. MAINTENANCE FOUND OIL CONTAMINATION FROM THE APU WAS THE SOUCE OF SMOKE. PACK/DUCTING BURN OUT PROCEDURE C/W AND COALESCER BAGS WERE REPLACED. APU WAS PLACED ON MEL.									
5311 AALA	143AA 46555	DOUG DC1030				FRAME	CORRODED BS 1987		11/14/97 AALA972185
TUL - UNDER SIDE OF FRAME AND INBOARD SIDE OF STRINGER 47L CORRODED. INSTALLED DOUBLER PER SRM 53-40-00 VOL 1. (M)									
5313 CALA	525MD 46550	DOUG DC1030				LONGERON	CORRODED BS 1830		12/8/97 CALA9701727
INSPECTION FOUND LONGERON 45R CORRODED IN CENTER CARGO COMPARTMENT AT FS 1830. THE CORRODED SECTION WAS REMOVED IAW SRM 51-31-01. A NEW LONGERON SPLICE WAS FABRICATED AND INSTALLED IAW SRM 51-21-02 AND 51-31-01.									
5313 CALA	525MD 46550	DOUG DC1030				LONGERON	CRACKED CARGO COMPT		12/8/97 CALA9701720
INSPECTION FOUND A 21.5 CRACK IN AFT CARGO PIT LONGERON SPLICE. THE LONGERON SPLICE WAS REMOVED AND REPLACED IAW SRM 53-15-01.									
5313 AALA	143AA 46555	DOUG DC1030				LONGERON	CORRODED BS 1321-1341		11/15/97 AALA972169
TUL - LONGERON CORRODED TWO PLACES BETWEEN FRAME AND 1321 AND 1341. INSTALLED LONGERON. REPAIR AT STA 1321-1341, 17L PER ESO D348 DATED 11-12-97. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 979		11/18/97 AALA972206
TUL - FOUND CORROSION. SPLICE IN NEW SECTION PER SRM 53-30-00. (M)									
5320 AALA	162AA 46943	DOUG DC1010				GUIDE RAIL	CORRODED BS 1701-1781		11/18/97 AALA972215
TUL - LEFT AFT SECTION GUIDE RAIL CORRODED. REPLACE AFT LEFT GUIDE RAIL PER SRM 51-00-01. (M)									
5320 AALA	162AA 46943	DOUG DC1010				SHEAR TIE	CORRODED BS 1811		11/18/97 AALA972214
FOUND SHEAR TIE CORRODED AT BS 1811. SPLICED IN NEW SECTION PER SRM 53-30-00. (M)									
5320 CALA	525MD 46550	DOUG DC1030				INTERCOSTAL	CRACKED BS 1941-1951		12/8/97 CALA9701721
INSPECTION FOUND A 11 CRACK IN INTERCOSTAL OF AFT CARGO COMPARTMENT AT FS 1941 TO 1951, LONGERON 51R. THE INTERCOSTAL WAS REMOVED IAW SRM 53-31-01. A REPLACEMENT INTERCOSTAL WAS FABRICATED AND INSTALLED IAW SRM 53-15-01, 51-10-00, AND 51-31-01.									
5320 CALA	525MD 46550	DOUG DC1030				SUPPORT	BROKEN E/E COMPT		12/8/97 CALA9701722
INSPECTION FOUND FLOORBOARD SUPPORT BROKEN IN E AND E COMPARTMENT, LT AFT. THE ANGLE WAS REMOVED IAW SRM 51-31-01. A REPLACEMENT ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-37-01, 51-21-01, AND 51-31-01.									
5320 CALA	525MD 46550	DOUG DC1030				SUPPORT	CORRODED BS 1845		12/9/97 CALA9701755
INSPECTION FOUND FLOORBEAM SUPPORT ANGLE CORRODED AT STA 1845, RBL 25. THE SUPPORT WAS REMOVED AND A REPLACEMENT SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-31-01, 53-16-0, AND 51-10-01.									

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5320 CALA	525MD 46550	DOUG DC1030				BRACKET	CORRODED BS 2033		12/8/97 CALA9701725
INSPECTION FOUND RT SIDE FAIRING SUPPORT BRACKET CORRODED AT STA 2033, LONGERON 24R. THE SUPPORT BRACKET WAS REMOVED AND REPLACED IAW SRM 51-31-01, 53-17-01, FIGURE 5, AND 51-21-01.									
5330 AALA	168AA 46938	DOUG DC1010				SKIN	CORRODED BS 1139-1156		10/4/97 AALA971940
TUL - FOUND CORROSION IN CAC STATION 1139 TO 1156 LONGERON 48L TO 48R CORROSION ON SKIN AND FILLER UNDER BATTERY BOX. INSTALLED STACKED DOUBLER PER SRM 53-20-00 VOL 1. (M)									
5330 CALA	525MD 46550	DOUG DC1030				SKIN	DENTED BS 1007		12/8/97 CALA9701728
INSPECTION FOUND FUSELAGE SKIN DENTED AT FS 1007, L41R. THE DENTED SECTION WAS REMOVED IAW SRM 53-50-00. REPAIR DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 53-50-00, FIGURE 8 SHEET 1 SRM 53-50-11 FIGURE 8 SHEET 1 AND SRM 51-33-01.									
5412 CALA	68065 46590	DOUG DC1030				FIREWALL	CRACKED NR 3 PYLON		11/19/97 CALA9701778
INSPECTION FOUND A 7 CRACK IN NR 3 PYLON UPPER SURFACE SKIN FIREWALL AT STA YN222. THE AREA WAS REPAIRED IAW SRM 51-31-01 AND 54-20-00, FIGURE 5.									
5510 AALA	143AA 46555	DOUG DC1030				SPAR CAP	CRACKED HORIZ STAB		11/14/97 AALA972170
TUL - HFEC INDICATES CRACK IN UPPER REAR SPAR OR HORIZ STAB BET BARREL NUT HOLES AND AFT OF HOLES DOWN REAR SPAR, CRACKED INSIDE HOLES. REMOVED CRACKED REAR UPPER SPAR CAP AND INSTALLED NEW SPAR CAP AND DOUBLER PER ESO 7349 DATED 11/11/97 REF E580-3 9059549 THROUGH 9059556 AND 049737. (M)									
5512 CALA	EIDLA 46958	DOUG DC1030				SKIN	DENTED LT HORIZ STAB		12/6/97 CALA9701715
THE LT HORIZONTAL STABILIZER LEADING EDGE STRAPS HAD AN INTERIM REPAIR INSTALLED DUE TO A DENTS AND THE ITEM HAD BEEN PLACED ON DIP. THE DENTS WERE LOCATED AT STA XFS 172.161 AND 241.289. A PERMANENT REPAIR WAS INSTALLED IAW ECRA 5510-01352.									
5542 CALA	525MD 46550	DOUG DC1030				SKIN	CORRODED RT RUDDER		12/8/97 CALA9701726
INSPECTION FOUND RT LOWER AFT RUDDER SKIN CORRODED ON BOTH TOP AND BOTTOM AREA. THE SKIN AND DOUBLER WERE REMOVED. NEW SKIN AND DOUBLER WERE FABRICATED AND INSTALLED IAW SRM 55-42-0, 51-71-01, 51-21-01, AND 51-31-01.									
5711 CALA	525MD 46550	DOUG DC1030				SPAR WEB	CRACKED LT WING		12/9/97 CALA9701756
INSPECTION FOUND A 1.25 CRACK IN LT WING BOOST PUMP CUTOUT IN REAR SPAR AFT WEB ON PERIPHERY AND AFT FACE OF CUTOUT. THE CRACK WAS STOP DRILLED. DOUBLER, FILLER, AND ANGLES WERE FABRICATED AND INSTALLED IAW SRM 57-10-00, FIGURE 53 AND 51-31-01.									
5720 CALA	525MD 46550	DOUG DC1030				BRACKET	CRACKED RT TE FLAP		12/8/97 CALA9701724
INSPECTION FOUND A 6 INCH CRACK IN RT INBOARD HINGE LOWER BULLET ATTACH BRACKET ON RT OUTBOARD FLAP. THE BRACKET WAS REMOVED AND A NEW BRACKET WAS FABRICATED AND INSTALLED IAW SRM 57-52-01 AND 51-21-01.									
5730 CALA	525MD 46550	DOUG DC1030				SKIN	CRACKED RT WING		12/8/97 CALA9701723
INSPECTION FOUND A 1.125 CRACK IN RT WING NR 9 SLAT TRACK CUTOUT NEAR FUELING PANEL. THE CRACKED AREA WAS CUT OUT IAW SRM 57-10-00. DOUBLER AND FILLERS WERE FABRICATED AND INSTALLED IAW ECRA 5710-01894 AND SRM 57-10-00.									

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5753 AALA	162AA 46943	DOUG DC1010				FLAP TRACK	CORRODED RT TE FLAP		11/17/97 AALA972205
TUL - RIGHT INBOARD FLAP TRACK ATTACH BOLT HOLES ARE CORRODED. REAMED HOLES, TREATED AND INSTALLED BUSHINGS PER AARD 57-20-00-10. (M)									
5753 AALA	162AA 46943	DOUG DC1010				FITTING	CORRODED TE FLAPS		11/19/97 AALA972213
TUL - INBOARD FLAP TRACK MOUNT FITTINGS CORRODED IN BOLT HOLES. REMOVED CORROSION, REPAIRED PER AARD 57-20-00-10. (M)									
5753 CALA	EIDLA 46958	DOUG DC1030				SKIN	CRACKED RT TE FLAP		12/7/97 CALA9701716
INSPECTION FOUND A 7 INCH CRACK IN RT WING INBOARD FLAP UPPER SURFACE. A REPAIR WAS INSTALLED IAW ECRA 5750-02830, SRM 57-10-00, FIGURE 7, AND SRM 51-31-01.									
7230 NWAA	133JC 46752	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		12/11/97 9723141143
DURING THE APPLICATION OF TAKEOFF THRUST, THE NR 3 ENGINE COMPRESSOR STALLED. MAX EGT WAS 880C AND THE TAKEOFF WAS ABORTED. MAINTENANCE INSPECTED THE ENGINE PER MM 71-00-00 WITH NO DEFECTS NOTED. THE BOROSCOPE WAS DEFERRED. SUBSEQUENT ENGINE RUN WAS NORMAL AND THE AIRCRAFT RETURNED TO SERVICE.									
8012 NWAA	161US 46770	DOUG DC1040	PWA JT9D20J			START VALVE	MALFUNCTIONED NR 3 ENGINE		12/4/97 9723131161
DURING CRUISE, THE NR 1 ENGINE START VALVE OPEN LIGHT ILLIMINATED. CREW FOLLOWED COM PROCEDURE AND THEN DIVERTED TO BOS FOR MAINTENANCE. START VALVE WAS FOUND IN THE CLOSED POSITION WHEN AIRCRAFT ARRIVED BUT WAS CHANGED PRECAUTIONARY. START VALVE INDICATION WAS PLACED ON MEL AND THE AIRCRAFT RETURNED TO SERVICE. EXACT PART CAUSING PROBLEM TO BE DETERMINED.									
2611 IXAA	61CX 46142	DOUG DC862				SMOKE DETECTOR	DIRTY CARGO COMPT		12/10/97 IXXA9700168
EN ROUTE FROM EDDF TO OKBK, THE MAIN CARGO COMPART SMOKE DETECTION LIGHT ILLUMINATED ACCOMPANIED BY THE WARNING HORN. THE CREW SILENCED THE HORN AND THE A/C DIVERTED TO IST FOR AN UNEVENTFUL LANDING. THE CARGO WAS OFF LOADED AND INSPECTED WITH NO EVIDENCE OF A FIRE. THE CREW REPORTED THE A/C WAS LOADING IN HEAVY RAINS IN EDDF. MX INSPECTED THE SMOKE DETECTION SYSTEM WHICH REVEALED MOISTURE WITHIN THE SYSTEM. MX CLEANED AND DRIED ALL SMOKE DETECTORS AND A SUCCESSFUL OPERATIONAL TEST WAS PERFORMED IAW WITH THE MX MANUAL. THE CARGO WAS LOADED AND THE A/C RETURNED TO SERVICE.									
3230 SRAA	873SJ 46091	DOUG DC873F				INTERLOCK CABLE	INOPERATIVE RT MLG		12/9/97 SRAA971208
ON CLIMB-OUT OF BRU FLIGHT 081, DURING GEAR RETRACTION, DOORS NOT LATCHED WARNING LIGHT CAME ON. ACCOMPLISHED AIR TURN BACK TO BRU AND LANDED WITHOUT INCIDENT. INSPECTED AIRCRAFT AND FOUND THE RT MLG UPLOCK MICROSWITCH INOP. REPLACED THE RT UPLATCH INTERLOCK CABLE IAW MM CH 32-30-00, ALSO FOUND LOOSE WIRE IN CANNON PLUG, RESEATED WIRE AND OPS CHECKED GOOD PER MM CH 32.									
3231 ARWA	1808E 46105	DOUG DC862				RETRACT MECH	MALFUNCTIONED NLG DOOR		12/14/97 ARWA971202
AFTER T/O HAD LOUD RUMBLE AND VIBRATION FROM NOSE WHELL WELL AREA, RECYCLED GEAR, PERFORMED UPLATCH CHECK, NO HELP, NOISE INCREASED WITH AIRSPEED, TO MAX OF 225 KT. ON TAXI IN MECHANIC REPORTED LEFT NOSE GEAR DOOR FULL OPEN. FOUND LT NOSE GEAR DOOR OPENED. INSPECTED DOOR ACTUATORS AND STRUCTURE, NO DAMAGE FOUND AND OPERATION CHECK OF DOORS NORMAL AS PER DC-8 MM 32-20-0.									
3260 ABXA	826AX 46061	DOUG DC863F				CONNECTOR	DIRTY MLG		12/12/97 ABXA9701978
AFTER UPLATCH CHECK, UNSAFE GEAR LIGHT CAME ON. RECYCLED GEAR. SUBSEQUENT UPLATCH CHECK WAS GOOD. GEAR WELL AREA WAS FOUND TO BE SATURATED WITH DE-ICE FLUID. CLEANED FLUID FROM CONNECTORS. NO DEFECTS NOTED.									
3350 IPXA	750UP 45950	DOUG DC871F				BATTERY PACK	DISCHARGED CABIN		12/10/97 UPS97825342
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHTS INOP. REMOVED AND REPLACED EMERGENCY EXIT LIGHT BATTERY PACK, OP'S CHECK GOOD.									

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5315 RRXA	921R 46145	DOUG DC863F				FLOORBEAM	CORROSION BS 920		12/14/97 RRXA97321
DURING A MAINTENANCE VISIT, FOUND FLOORBEAM CORRODED BEYOND LIMITATIONS IAW DC-8 SRM AT STA 920.57 LEFT. FABRICATED AND INSTALLED REPAIR ANGLE IAW FAA APPROVED COTNEY ENGINEERING SKETCH D02-R04. TREATED AREA IAW DC-8 SRM 51-1-8.									
5330 IPXA	706UP 46056	DOUG DC871F				SKIN	DENTED BS 1890		12/11/97 UPS97825344
INSPECTION TYPE-N/A, FUSELAGE DENTED APPROX 3 INCH FWD OF STA 1890 BETWEEN STRINGER 36 AND 35 LEFT. ACCOMPLISHED INTERIM REPAIR PER EO DC8-5310-9805-A. REINSPECTION DUE AT DAILY. PERMANENT REPAIR BY 12-13-97 D-143423 ASSIGNED PER EO DC8-5310-9805.									
5610 ABXA	819AX 45927	DOUG DC863F			DOUG	WINDOW 5613217508	OUT OF ADJUST COCKPIT		12/10/97 ABXA9701960
FIRST OFFICER'S CLEARVIEW WINDOW EMERG EXIT WOULD NOT OPEN FULLY. ADJUSTED LOWER TRACK IAW DC8 MM.									
7321 TC8A	182SK 45817	DOUG DC8F55	PWA JT3D3B			FUEL CONTROL 71128719	FAILED NR 3 ENGINE	2372	12/14/97 TC8A97054
ATTEMPTED T/O, HOWEVER NR 3 ENGINE N1 WOULD NOT SPOOL UP TO T/O POWER, ENGINE COMPRESSOR STALL POPPING WAS NOTED. N2 WAS 80 PERCENT, N1 HUNG AT 48 PERCENT. FOUND N1 INDICATOR STICKS, REPLACED N1 INDICATOR PER MM 77-12-0, OPS CHECKS OK. FOUND ENGINE WOULD NOT ACCELERATE. REPLACED FUEL CONTROL UNIT PER MM 73-2-1. FUEL CONTROL OPS AND LEAK CHECKS OK DURING TRIM RUN ACCOMPLISHED PER MM 71-00 NO POPPING NOTED, RUN UP CHECK OK.									
7722 ARWA	661AV 45969	DOUG DC863F				EGT 1521CL48	MALFUNCTIONED NR 4 ENGINE		12/14/97 ARWA971201
DURING CLIMB, NR 4 ENGINE, EGT VERY ERRATIC, FLUCTUATES BETWEEN 200 DEGREE AND 500 DEGREE, ON LANDING AT MIAMI AND TAXING AT IDLE, POWER ON NR 4 ENGINE, EGT STRUCK AT 180 DEGREE. REMOVED AND REPLACED NR 4 EGT INDICATOR RAN ENGINE AT BLAST FENCE, NO DEFECTS NOTED IAW 77-20-0.									
2550 TWAA	951U 49245	DOUG DC982				BLANKET	OUT OF POSITION TAIL COMPT		11/27/97 TWAA9713904
PBI - FLT 229 - DURING CLIMB, TAIL COMPARTMENT HIGH LIGHT CAME ON. FOLLOWED HANDBOOK PROCEDURES AND LIGHT WENT OUT AFTER ENGINE POWER REDUCTION, BUT CAME ON AGAIN AS POWER WAS INCREASED. FOUND RIGHT SENSOR AND AIR PASSAGE CHAMBER BLOCKED WITH INSULATION FROM BLANKET. CLEANED AIR CHAMBER AND SENSOR AND PERFORMED HIGH POWER ENGINE RUN. (M)									
2560 VJ6A	949VV 47484	DOUG DC932				COVER 113317	DETACHED L1 DOOR SLIDE		12/10/97 VJ970358
MAIN CABIN PASSENGER DOOR SLIDE COVER CAME LOOSE AT GATE. SECURED COVER IAW MM 25-60 AND PERFORMED REQUIRED INSPECTIONS.									
2750 TWAA	491SA 45799	DOUG DC915				RETRACT MECH	MALFUNCTIONED TE FLAPS		11/21/97 TWAA9713701
***** STL - FLT 218 - AT 14,000 DURING DESCENT INTO STL, FLAPS UNCOMMANDED DEPLOYED TOWARD 10DGR AT 300 KTS, WITHIN 5 SECONDS WERE PLACED TO UP. ACCOMPLISHED CHECKS PER MM 5-51-0 PAGE 609 SECTION D FOUND OK FOR SERVICE. (M)									
2910 TWAA	921L 47107	DOUG DC932				HYD LINE 7912697504	CHAFED RT AFT BLKHD		11/26/97 TWAA9713902
STL - FLT 358 - DURING DESCENT, RIGHT HYDRAULIC QUANTITY WENT TO ZERO. FOLLOWED QUICK REFERENCE HANDBOOK PROCEDURES. REPLACED HYDRAULIC LINE P/N 7912697-504 AND LEAK CHECKED. (M)									
3230 USAA	818US 48098	DOUG DC982				LINK 591044611	WORN NLG		10/28/97 USAAD97189
LGA - FL 1647 - ON FINAL CREW LOWERED LANDING GEAR AND RECEIVED NOSE GEAR UNSAFE LIGHT. MADE MISSED APPROACH AND CYCLED GEAR. ALL INDICATIONS THEN NORMAL. LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NOSE GEAR UPPER LOCK LINK WORN. REPLACED THE NOSE GEAR LOCK LINK ASSEMBLY. (M)									

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3260 TWAA	973Z 47033	DOUG DC915				SWITCH V3601	FAILED LANDING GEAR		11/26/97 TWAA9713903
STL - FLT 687 - AFTER TAKEOFF, GEAR HANDLE RAISED, RED GEAR UNSAFE LIGHTS REMAINED ILLUMINATED. CYCLED GEAR. RED LIGHTS REMAINED ON FOR 3 TO 4 MINUTES THEN WENT OUT. HYDRAULIC PRESSURE 3000 PSI. REPLACED LANDING GEAR WARNING LIGHT SWITCH, MFG P/N V3-601. (M)									
3260 USAA	963VJ 47508	DOUG DC931				SWITCH 7000010101	FAILED NLG		10/30/97 USAAD97188
PHL - FL 2380 - THE NOSE GEAR GREEN LIGHT FAILED TO ILLUMINATE WHEN THE CREW SELECTED THE LANDING GEAR DOWN. THE CREW INITIATED A GO-AROUND AND FLEW BY THE TOWER TO VERIFY EXTENSION. RECYCLED GEAR AND RECEIVED ALL 3 GREEN GEAR DOWN INDICATIONS. FLIGHT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NOSE GEAR OVERCENTER LOCK SWITCH. (M)									
3260 TWAA	953U 49267	DOUG DC982				SENSOR 833703	WORN RT MLG		11/18/97 TWAA9713601
MCO - FLT 328 - DURING LANDING, THE RIGHT MAIN LANDING GEAR RED LIGHT REMAINED ON WITH GEAR HANDLE IN THE DOWN POSITION. REMOVED AND REPLACED THE WORN RIGHT MAIN GEAR DOWNLOCK SENSOR, MFG 8-337-03, MANUFACTURED BY ELDEC CORPORATION. OPERATIONAL CHECK NORMAL. (M)									
3350 MWEA	700ME 45696	DOUG DC914				BATTERY PACK 60030431	DISCHARGED CABIN		12/13/97 MWEA97867
C-CHK FOUND FWD BATTERY PACK EMER LTS IN CEILING OF RT LAV EMITTING SMOKE PC BOARD EVIDENCE OF OVERHEAT. MX REPAIRED SHORTED PWR WIRES TO TAILCONE EMER LTS. REMOVED AND REPLACED FWD BATTERY PACK IAW MM 33-50-0.									
3350 NWAA	8934E 47143	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		12/9/97 9723079998
FORWARD EMERGENCY LIGHTS CAME ON IN FLIGHT. REPLACED POWER SUPPLY AND BATTERIES AT GALLEY SERVICE DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	955N 47160	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		12/9/97 9723069905
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AND RIGHT FORWARD OVERWING EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 USAA	931VJ 47188	DOUG DC931				LIGHT L18427	FAILED CABIN		10/29/97 USAAD97190
DCA - EMERGENCY FLOOR EXIT LIGHTING INOPERATIVE. MAINTENANCE REPLACED THE TAIL CONE JETTISON HANDLE FLOOR LIGHT ASSEMBLY. (M)									
3350 USAA	983VJ 48159	DOUG DC931				BATTERY AD20131A	DISCHARGED CABIN		11/7/97 USAAD97196
CMH - FLOOR PATH EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPAIRED BROKEN WIRES UNDER SEATS 11DEF AND REPLACED THE AFT POWER SUPPLY BATTERY PACK. (M)									
3350 VJ6A	937VV 45774	DOUG DC932				BATTERY PACK 6011779	DISCHARGED CABIN		12/9/97 VJ970357
BATTERY PACKS FOR EXTERIOR OVERWING EMERGENCY LIGHTS INOP. REPLACED AFT EMERGENCY BATTERY PACK; OPS CHECKED NORMAL IAW MM 33-50.									
3350 VJ6A	939VV 47089	DOUG DC932				BULB 07912	FAILED CABIN		12/14/97 VJ970361
EMERGENCY EXIT ROW LIGHTING OUT AT ROW 4. INSTALLED BULB AND EPL LENS COVER; OPS CHECKED NORMAL IAW MM 33-50.									
3350 TWAA	931L 47173	DOUG DC932				POWER SUPPLY 41B030CF00101	INOPERATIVE CABIN		11/22/97 TWAA9713703
STL - FLT 90 - EMERGENCY LIGHTS ON ALL TIME IN FIRST CLASS. ONLY WAY TO TURN OFF IS IN EMERGENCY POWER. THEY COME ON IN ARMED POSITION. REPLACED BATTERY POWER SUPPLY TWA PART NR 293-0784. (M)									

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3350 VJ6A	914VV 47486	DOUG DC932				POWER SUPPLY 110049	INOPERATIVE CABIN		12/13/97 VJ970360
EMERGENCY PATH LIGHTING COMES ON AFTER POWER TURNED OFF. REPLACED BATTERY POWER SUPPLY; OPS CHECKED GOOD IAW MM 33-50-0.									
3350 MWEA	202ME 47672	DOUG DC932				BATTERY PACK 100865	DISCHARGED CABIN		12/13/97 MWEA97865
DURING INSPECTION, FOUND THE FWD SET OF EMERGENCY FLOOR TRACK LIGHTS DIM. MX REMOVED AND REPLACED FWD OVERHEAD EMERGENCY FLOOR TRACK BATTERY PACK ASSY. RETURNED AC TO SERVICE.									
3350 MWEA	202ME 47672	DOUG DC932				WIRE	BROKEN CABIN		12/13/97 MWEA97866
THE EMERGENCY FLOOR TRACK LIGHTING WOULD NOT TEST FROM ROW 7 FORWARD. MX REPAIRED BROKEN WIRE UNDER FLOOR TRACK AT ROW 8 RETURNED AC TO SERVICE.									
3350 MWEA	209ME 47730	DOUG DC932				LIGHT 1001191	DEFECTIVE CABIN		12/15/97 MWEA97868
DURING TRANSIT CHECK, FOUND FWD EMERGENCY LIGHT VERY DIM. MX REMOVED AND REPLACED EMERGENCY LIGHT ASSY RETURNED TO SERVICE.									
3350 NWAA	752NW 47116	DOUG DC941				BATTERY	DISCHARGED CABIN		12/12/97 9723199752
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 8 THROUGH 12 AND IN TAILCONE AREA. MAINTENANCE REPLACED BATTERIES. OPERATIONAL CHECK OK.									
3350 NWAA	775NC 47785	DOUG DC951				BATTERY	DISCHARGED CABIN		12/11/97 9723219866
DURING LINE CHECK, FOUND TAIL COMPARTMENT EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES FOR POWER SUPPLY. OPERATIONAL CHECK OK.									
3350 NWAA	787NC 48148	DOUG DC951				FUSE	FAILED POWER SUPPLY		12/14/97 9723209878
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 5 THROUGH 8. MAINTENANCE REPLACED FUSE IN RIGHT BATTERY PACK POWER SUPPLY. OPERATIONAL CHECK OK.									
3350 NWAA	786NC 48148	DOUG DC951				BATTERY	DISCHARGED CABIN		12/12/97 9723229877
DURING LINE CHECK, FOUND CATWALK EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES. OPERATIONAL CHECK OK.									
3350 USAA	824US 49143	DOUG DC982				BATTERY 9721055	DISCHARGED CABIN		11/5/97 USAAD97195
LGA - FL 528 - PRIOR TO DEPARTURE THE EMERGENCY LIGHTS WERE INOPERATIVE. MAINTENANCE REPLACED THE SEAT MOUNTED LOW LEVEL LIGHTING BATTERIES. (M)									
3350 AALA	210AA 49161	DOUG DC982				LIGHT	DEFECTIVE CABIN		11/16/97 AALA972180
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT FLOOR PATH LIGHTING IN FORWARD CABIN AREA INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT STRIP. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	236AA 49251	DOUG DC982				WIRE	CORRODED CABIN		11/14/97 AALA972177
DFW - DURING OVERNIGHT CHECK, FOUND THREE EMERGENCY LIGHTS IN AFTSTAIRS TAIL CONE AREA INOPERATIVE. REPLACED SECTION OF WIRE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	236AA 49251	DOUG DC982				CONNECTOR	CORRODED CABIN		11/14/97 AALA972179
DFW - DURING OVERNIGHT CHECK, FUOND EMERGENCY LIGHTS IN AFT STAIR WELL INOPERATIVE. REPLACED LIGHT FIXTURE CONNECTOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	297AA 49309	DOUG DC982				CONNECTOR	DEFECTIVE CABIN		11/15/97 AALA972176
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHTS FROM ROW 21 BACK INOPERATIVE. REPAIRED TRACK CONNECTION. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	90511 49805	DOUG DC982				LIGHT	DEFECTIVE CABIN		11/19/97 AALA972209
DFW - DURING OVERNIGHT CHECK, FORWARD EMERGENCY EXIT FLOOR PATH LIGHTS INOPERATIVE. REPAIRED FORWARD EMERGENCY EXIT FLOOR PATH LIGHT STRIP. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3510 VJ6A	935VV 47534	DOUG DC932				OXYGEN MASK 1144232	INOPERATIVE COCKPIT		12/12/97 VJ970359
FIRST OFFICER'S OXYGEN MASK VENTILATION VALVE INOPERATIVE. REPLACED FO'S OXYGEN MASK; OPS CHECKED GOOD IAW MM 35-10.									
3610 TWAA	951U 49245	DOUG DC982				DUCT 5953625521	CRACKED TAIL COMP		11/27/97 TWAA9713905
PBI - FLT 229 - DURING CLIMB, HAD A RECURRENCE OF TAIL COMPARTMENT HIGH LIGHT ILLUMINATION. LIGHT WENT OUT WITH POWER REDUCTION. REPAIRED RIGHT AND LEFT PACK Y DUCT MFG P/N 5953625-521. ACCOMPLISHED TAIL COMPARTMENT LEAK AND Y DUCT HIGH PRESSURE CHECKS. OPERATIONS CHECKS NORMAL. (M)									
5210 ASAA	931AS 49232	DOUG DC982				MECHANISM	OUT OF ADJUST L1 DOOR		11/8/97 ASAA9780263
SEA - AFTER ARRIVAL OF FLT 472, CREW REPORTED THE L1 DOOR WAS DIFFICULT TO OPEN AND CLOSE. ADJUSTED THE L1 DOOR MECHANISM AND OPERATED NORMALLY. (M)									
5210 ASAA	931AS 49232	DOUG DC982				MECHANISM	OUT OF ADJUST L1 DOOR		11/15/97 ASAA9780265
SEA - AFTER ARRIVAL OF FLIGHT 559, CREW REPORTED, THE L1 DOOR WAS DIFFICULT TO OPEN AND CLOSE. ADJUSTED THE L1 DOOR MECHANISM AND OPERATED NORMALLY. (M)									
5210 CALA	16808 49262	DOUG DC982				INTERCOSTAL	CRACKED PAX DOOR		12/11/97 CALA9701759
INSPECTION FOUND A 1 CRACK IN MAIN CABIN DOOR INTERCOSTAL. THE CRACK WAS IN RADIUS AND LOCATED AFT OF HANDLE TORQUE SHAFT. THE INTERCOSTAL WAS REMOVED AND REPLACED IAW SRM 51-30-2 AND 51-30-5.									
5230 MWEA	602ME 48133	DOUG DC932				DOUBLER	CRACKED CARGO DOOR		12/9/97 MWEA97864
AFT CARGO DOOR INNER PAN CRACKED APPROX 2 IN JUST FWD OF LOWER AFT DOOR STOP. MX REPAIRED IAW SRM 52-05 FIG 26H RETURNED AC TO SERVICE.									
5240 CALA	16808 49262	DOUG DC982				BEAM	CRACKED SERVICE DOOR		12/10/97 CALA9701757
INSPECTION FOUND A .75 CRACK IN FORWARD LOWER CORNER OF FORWARD SERVICE DOOR LOWER BEAM. A NEW BEAM WAS INSTALLED IAW SRM 51-30-02, 51-30-04, AND 51-30-05.									
5240 ASAA	942AS 53052	DOUG DC983				MECHANISM	OUT OF ADJUST L2 DOOR		10/29/97 ASAA9780259
SEA - PRIOR TO DEPARTURE OF FLIGHT 546, CREW REPORTED THE L2 DOOR WOULD NOT FULLY OPEN. ADJUSTED THE L2 DOOR MECHANISM AND OPERATED NORMALLY. (M)									

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5240 ASAA	969AS 53063	DOUG DC983				HANDLE PIN 49376951	BROKEN L2 DOOR		11/7/97 ASAA9780262
SEA - AFTER ARRIVAL OF FLT 513, CREW REPORTED THE L2 DOOR HANDLE WOULD NOT CLOSE PROPERLY. REPLACED THE L2 DOOR HANDLE RETAINING PIN AND OPERATED NORMALLY. (M)									
5240 ASAA	977AS 53453	DOUG DC983				BAYONET	STUCK L2 DOOR		11/16/97 ASAA9780266
SEA - BEFORE DEPARTURE OF FLIGHT 325, CREW REPORTED THE L2 DOOR WOULD NOT CLOSE. FOUND BAYONET GUIDE ASSEMBLY STUCK IN CLOSED POSITION, CLEANED ROLLER TRACK AND OPERATED NORMALLY. (M)									
5250 ABXA	958AX 47760	DOUG DC941				LATCH AR25291GR41	OUT OF ADJUST COCKPIT DOOR		12/15/97 ABXA9701980
COCKPIT DOOR WOULD NOT OPEN. KNOB SPUN FREELY WHEN DOOR CLOSED. ADJUSTED DOOR LATCHING ASSEMBLY. OPS CHECKED GOOD.									
5311 ABXA	948AX 47065	DOUG DC931			DOUG	FRAME 5935650511	CRACKED CARGO COMP		12/9/97 ABXA9701941
DURING C-CHECK, FOUND MAIN FRAME 718 RT CRACKED IN RADIUS. REPAIRED MAIN FRAME IAW DC9 S/B 53-131, FIG 2, SHT 39.									
5311 MWEA	302ME 47102	DOUG DC932				FRAME	CRACKED BS 1104		12/10/97 MWEA97861
DURING C CHECK, FOUND CRACK BETWEEN LONGERON 9L-10L ON CANTED FRAM 1104. MAINTENANCE REPAIRED IAW SRM 53-03 FIG 30 RETURNED AC TO SERVICE.									
5311 ABXA	981AX 47273	DOUG DC932			DOUG	FRAME 39123471	CORRODED BS 408		12/10/97 ABXA9701957
DURING C-CHECK, FOUND FUSELAGE FRAME AT STA 408 CORRODED AT LONGERON 30. REPAIRED LONGERON IAW DC9 SRM 53-03.									
5311 ABXA	981AX 47273	DOUG DC932			DOUG	FRAME 5911448503	CRACKED BS 522		12/10/97 ABXA9701950
DURING C-CHECK, FOUND FUSELAGE FRAME AT STA 522 AND LONGERON 23R FORWARD LOWER FLANGE CRACKED. REPAIRED FRAME IAW ABX REA D953-22002-MR.									
5311 ABXA	981AX 47273	DOUG DC932			DOUG	FRAME 591114881	CORRODED BS 351		12/10/97 ABXA9701958
DURING C-CHECK, FOUND FUSELAGE FRAME AT STA 351 CORRODED FROM LONGERON 29L TO 29R. REPAIRED IAW DC9 SRM 53-03.									
5312 GAIA	564PC 47062	DOUG DC915F				BULKHEAD	DAMAGED BS 786		11/21/97 GAIA9767
DURING WALKAROUND, THE FLIGHT CREW FOUND THAT THE INTERNAL BULKHEAD AT STATION 786 HAD MOVED AFT 4 INCHES. FURTHER INVESTIGATION REVEALED THAT THE FLOOR RESTRAINTS IN THE SEAT TRACK HAD BROKEN LOOSE. THE VERTICLE BULKHEAD SUPPORTS WERE BROKEN AT THE FLOOR ATTACHMENT AND THE ENGINE PYLON FRONT SPARS WERE BENT AFT. FIVE OR SIX LOSS PALLETS WERE STACKED AT ZONE 2, STATION 337.5. ON TAKEOFF ROLL PALLETS TRAVELED TO AFT BULKHEAD AT STATION 786, CREW ABORTED T/O. (M)									
5312 ABXA	948AX 47065	DOUG DC931			DOUG	BULKHEAD WEB 9911520137	CRACKED E/E COMPT		12/9/97 ABXA9701944
DURING C-CHECK, FOUND THE AFT BULKHEAD WEB OF THE E/E COMPARTMENT CRACKED JUST INBD OF THE NR 3 VERTICAL SUPPORT ON THE LT SIDE APPROX 2 ABOVE THE FLOOR. REPAIRED THE WEB IAW ABX REA D953-21807.									
5312 ABXA	948AX 47065	DOUG DC931			DOUG	BULKHEAD WEB 9911520137	CRACKED E/E COMPT		12/9/97 ABXA9701943
DURING C-CHECK, FOUND THE AFT BULKHEAD WEB OF THE E/E COMPARTMENT CRACKED JUST OUTBD OF THE NR 5 VERTICAL SUPPORT ON THE LT SIDE. REPAIRED THE WEB IAW AX REA D953-21990.									

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5312 TWAA	926L 47172	DOUG DC932				BULKHEAD TEE	CRACKED AFT PRESS BLKHD		11/13/97 TWAA9713301
STL - REPLACED PRESSURE BULKHEAD TEE BETWEEN LONGERON 11R AND 12R DUE TO A CRACK. (M)									
5312 CALA	18513 48112	DOUG DC932				DOOR PAN	WORN AFT PRESS BLKHD		12/16/97 CALA9701774
INSPECTION FOUND 15 EACH ELONGATED FASTENER HOLES ON APB UPPER DOOR PAN. THE HOLES WERE REAMED FOR SECOND OVERSIZE HILOCK IAW SRM 51-30-5.									
5312 CALA	18513 48112	DOUG DC932				BULKHEAD WEB	BUCKLED AFT LAVATORY		12/15/97 CALA9701770
INSPECTION FOUND THE LT ENGINE PYLON FRONT SPAR WEB(LAV BULKHEAD) BUCKLED AT BOTTOM WITH A 2 CRACK AT BOTTOM OUTBOARD CORNER. THE BULKHEAD WEB WAS REMOVED AND REPLACED IAW SRM 51-10-2.									
5312 CALA	18513 48112	DOUG DC932				BULKHEAD WEB	BUCKLED AFT LAVATORY		12/14/97 CALA9701764
INSPECTION FOUND RT AFT LAV BULKHEAD WEB BUCKLED AT BOTTOM. A WEB AND TEE SUPPORT WERE FABRICATED AND INSTALLED IAW SRM 53-03.									
5312 CALA	18513 48112	DOUG DC932				BULKHEAD WEB	CRACKED AFT PRESS BLKHD		12/11/97 CALA9701761
INSPECTION, FOUND TWO 1.75 CRACKS IN LT AFT PRESSURE BULKHEAD DOOR CUTOUT UPPER CORNER BELOW RADIUS. REPAIRED IAW DOUGLAS DRAWING J060088.									
5312 CALA	18513 48112	DOUG DC932				BULKHEAD WEB	CRACKED AFT PRESS BLKHD		12/12/97 CALA9701763
INSPECTION FOUND A 3 CRACK IN AFT PRESSURE BULKHEAD DOOR FRAME. THE CRACK WAS LOCATED AT INBOARD END AND TOP OF DOOR JAMB ON FORWARD SIDE OF APB. THE CRACKED FRAME SECTION WAS REMOVED AND A NEW UPPER FRAME SECTION WAS INSTALLED ON DOOR JAMB IAW SRM 51-30-2.									
5313 TWAA	926L 47172	DOUG DC932				LONGERON	CRACKED FUSELAGE		11/13/97 TWAA9713303
STL - REMOVED AND REPLACED FORWARD SECTION OF LONGERON 24R JUST AFT OF THE FORWARD BAGGAGE BIN DOOR DUE TO A CRACK. (M)									
5313 TWAA	926L 47172	DOUG DC932				LONGERON	CRACKED BS 775		11/13/97 TWAA9713305
STL - INSTALLED SPLICE ON LONGERON 5 LEFT AT STATION 775 DUE TO A CRACK. (M)									
5313 TWAA	926L 47172	DOUG DC932				LONGERON	CRACKED BS 889		11/13/97 TWAA9713304
STL - SPLICED IN NEW LONGERON PIECE CRACKED AT LONGERON 2 RIGHT AT STATION 889. (M)									
5313 ABXA	981AX 47273	DOUG DC932			DOUG	LONGERON 591141237	CRACKED BS 408-427		12/10/97 ABXA9701953
DURING C-CHECK, FOUND LONGERON 30 CRACKED BETWEEN STA 408 AND 427. REPLACED LONGERON FROM STA 380 TO 415 IAW DC9 SRM 53-02.									
5313 ABXA	981AX 47273	DOUG DC932			DOUG	LONGERON 59203192	CORRODED BS 160-218		12/11/97 ABXA9701963
DURING C-CHECK, FOUND LONGERON 30 CORRODED FROM STA I60 TO 218. REPLACED LONGERON IAW DC9 SRM 51-10-2 AND 51-10-1.									
5313 CALA	69523 47520	DOUG DC932				LONGERON	CRACKED BS 155		12/9/97 CALA9701745
INSPECTION FOUND A 4 CRACK IN LONGERON 12R JUST FORWARD OF R-1 DOOR FRAME AT FS 155. AN ANGLE REPAIR WAS FABRICATED AND INSTALLED IAW ECRA 5310-03633, SRM 51-10-3, AND 51-30-5.									

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5313 CALA	69523 47520	DOUG DC932				LONGERON	CRACKED BS 944		12/9/97 CALA9701746
INSPECTION FOUND A 5 CRACK INCH LONGERON 17L AT STA 944. THE LONGERON AND SPLICES WERE REMOVED IAW SRM 51-10-4. A NEW LONGERON AND SPLICES WERE FABRICATED AND INSTALLED IAW SRM 51-10-4, 51-10-3, AND 51-38-2.									
5313 CALA	18513 48112	DOUG DC932				LONGERON	CRACKED BS 965		12/16/97 CALA9701776
INSPECTION FOUND LONGERON 17R CRACKED AT STA 965, RT LAV A SPLICE REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-02, FIGURE 18.									
5313 ABXA	959AX 47761	DOUG DC941			DOUG	LONGERON 59114279	CRACKED BS 1041		12/11/97 ABXA9701966
DURING MOD/D-CHECK, FOUND LONGERON 17R CRACKED AFT OF STA 1041. REPLACED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	959AX 47761	DOUG DC941			DOUG	LONGERON 59114279	CRACKED BS 1041		12/11/97 ABXA9701965
DURING MOD/D-CHECK, FOUND LONGERON 17L CRACKED AFT OF STA 1041. REPLACED LONGERON IAW DC9 SRM 53-02, FIG 18.									
5315 GAIA	112PS 47013	DOUG DC915F				FLOORBEAM 9915527505	CRACKED BS 566		11/6/97 GAIA9761A
DURING INSPECTION OF PSE 53.09.015 WHILE AIRCRAFT WAS IN C-CHECK, A CRACK WAS FOUND ON THE FLOORBEAM AT STATION Y=566 AT X=54.50. THE FLOORBEAM WAS REMOVED AND REPLACED IAW THE DC-9 SRM. (M)									
5315 TWAA	926L 47172	DOUG DC932				FLOORBEAM	DAMAGED BS 237		11/13/97 TWAA9713302
STL - REPAIRED DAMAGED SECTION OF FLOORBEAM AT STATION 237. (M)									
5315 ABXA	959AX 47761	DOUG DC941			DOUG	FLOORBEAM 991556171	CORRODED BS 1041		12/11/97 ABXA9701970
DURING MOD/D-CHECK, FOUND FLOORBEAM UPPER CAP FLANGE STA 1041 AND LBL 20 CORRODED. REMOVED AND REPLACED FLOORBEAM UPPER CAP FLANGE.									
5320 TWAA	969Z 47001	DOUG DC915				ANGLE	CRACKED BS 910		11/18/97 TWAA9713501
STL - REPAIRED ONE QUARTER INCH CRACK IN VERTICAL STABILIZER TO FUSELAGE ATTACH ANGLE LEFT SIDE AT STATION 910. (M)									
5320 ABXA	948AX 47065	DOUG DC931			DOUG	CUSP WEB 991050313	CRACKED BS 960-963		12/9/97 ABXA9701942
DURING C-CHECK, FOUND RIGHT CUSP WEB CRACKED 4 PLACES BETWEEN STA 960 AND 963. REPLACED CUSP WEB IAW DC9 SRM 51-30-1 AND 51-30-2.									
5320 ABXA	948AX 47065	DOUG DC931			DOUG	CUSP WEB 99105035	CRACKED BS 933-965		12/9/97 ABXA9701939
DURING C-CHECK, FOUND LEFT CUSP WEB CRACKED 4 PLACES BETWEEN STA 933 AND 965. REPLACED CUSP WEB IAW DC9 SRM 51-30-1 AND 51-30-2.									
5320 ABXA	948AX 47065	DOUG DC931			DOUG	PRESSURE WEB 9910073273	CRACKED NLG WW		12/9/97 ABXA9701945
DURING C-CHECK, FOUND THE NOSE WHEEL WELL HORIZONTAL PRESSURE PANEL FITTING CRACKED IN THE LEFT TUNNEL AREA. REPAIRED IAW ABX REA D953-21786-MR.									
5320 ABXA	948AX 47065	DOUG DC931			DOUG	FITTING 49123852	CRACKED BS 64		12/9/97 ABXA9701946
DURING C-CHECK, FOUND THE FITTING IN TOP OF NOSE WHEEL WELL AT FS 64 AND LBL 18 CRACKED. REPLACED FITTING IAW DC9 SRM 51-30-5 AND 51-30-1.									

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5320 ABXA	981AX 47273	DOUG DC932			DOUG	INTERCOSTAL 99581691	CRACKED BS 965		12/11/97 ABXA9701962
DURING C-CHECK, FOUND INTERCOSTAL CRACKED AT FWD SIDE OF FLOORBEAM AT STA 965 AND RBL O.O. REPAIRED INTERCOSTAL ANGLE IAW DC9 SRM DWG K05159.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	INTERCOSTAL 99577233N	CORRODED BS 965-980		12/11/97 ABXA9701961
DURING C-CHECK, FOUND INTERCOSTAL CORRODED BETWEEN STA 965 TO 980 AND LONGERON 28R. REPLACED INTERCOSTAL IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	WEB 99105019	CRACKED BS 427		12/10/97 ABXA9701955
DURING D-CHECK, FOUND RIGHT CUSP WEB JUST FWD OF STA 427 CRACKED. REPAIRED CUSP WEB IAW DC9 SRM 53-01.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	DIAPHRAGM 9910078215	CORRODED BS 200-218		12/12/97 ABXA9701975
DURING C-CHECK, FOUND SUBFLOOR HEAVILY CORRODED FROM BL 0.0 TO RBL 44 STA 200 TO 218. REPLACED SUBFLOOR DIAPHRAGM IAW DC9 SRM 51-30-1, 51-30-2, 51-30-5, 51-30-8.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	CUSP WEB 991050129	CRACKED BS 218-237		12/10/97 ABXA9701954
DURING C-CHECK, FOUND LEFT CUSP WEB CRACKED AT FASTENER HOLE BETWEEN FS 218 AND 237. REPLACED CUSP WEB IAW DC9 SRM 51-30-2.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	INTERCOSTAL 39135771	CRACKED BS 505		12/10/97 ABXA9701951
DURING C-CHECK, FOUND INTERCOSTAL AT BL O.O AND STA 505 CRACKED THROUGH THE LOWER MOUNT FLANGE. REPLACED INTERCOSTAL IAW DACO DWG 9957914.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	WINDOW FRAME 5912285515	CRACKED BS 639-658		12/10/97 ABXA9701959
DURING C-CHECK, FOUND THE RIGHT WINDOW FRAME BETWEEN STA 639 AND 658 CRACKED AT THE AFT LOWER HI-LOCK. REPAIRED IAW ABX REA D953-21769.									
5320 ABXA	981AX 47273	DOUG DC932			DOUG	DIAPHRAGM 99234843	CORRODED BS 160-200		12/12/97 ABXA9701974
DURING C-CHECK, FOUND SUBFLOOR HEAVILY CORRODED FROM BL 0.0 TO LBL 22 STA 160 TO 200. REPLACED SUBFLOOR DIAPHRAGM IAW DC9 SRM 51-30-1, 51-30-2, 51-30-5, AND 51-30-8.									
5320 CALA	69523 47520	DOUG DC932				CHANNEL	CORRODED BS 680		12/9/97 CALA9701751
INSPECTION FOUND WING CENTER SECTION Z CHANNEL CORRODED AT FS 680 BETWEEN BL 0 AND LBL 22. THE CHANNEL WAS REMOVED IAW SRM 51-30-2. A REPLACEMENT CHANNEL WAS FABRICATED AND INSTALLED IAW SRM 51-10-1 AND 51-10-3.									
5320 CALA	18513 48112	DOUG DC932				JAMB	CRACKED PAX DOORWAY		12/14/97 CALA9701762
INSPECTION, FOUND A 3 CRACK IN AFT ENTRY DOOR JAMB. A WEB AND DOUBLER WERE FABRICATED AND INSTALLED IAW SRM 53-05.									
5320 CALA	18513 48112	DOUG DC932				STANDOFF	CORRODED BS 220-229		12/15/97 CALA9701768
INSPECTION FOUND STANDOFF CORRODED AT STA 220-229 LT, TWENTY INCHES FROM CENTER. THE STANDOFF WAS REMOVED AND A NEW STANDOFF WAS FABRICATED AND INSTALLED IAW SRM 51-10-3.									

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5320 CALA	18513 48112	DOUG DC932				SHEAR TIE	CORRODED BS 600		12/17/97 CALA9701777
INSPECTION FOUND SKIN SHEAR TIE CORRODED IN FORWARD CARGO COMPARTMENT AT BS 600, STRINGER 27R. THE SHEAR TIE WAS REMOVED IAW SRM 57-30-2. A NEW SHEAR TIE WAS FABRICATED AND INSTALLED IAW SRM 53-10-4, 51-10-2, AND 51-30-2.									
5320 CALA	18513 48112	DOUG DC932				CLIP	CRACKED BS 945		12/15/97 CALA9701769
INSPECTION FOUND A 3 CRACK IN SKIN CLIP AT STA 945 BETWEEN LONGERONS 14 AND 15L. A CLIP REPAIR WAS INSTALLED IAW SRM 53-03.									
5320 CALA	18513 48112	DOUG DC932				INTERCOSTAL	CRACKED BS 146.5-160		12/16/97 CALA9701775
INSPECTION FOUND INTERCOSTAL CRACKED AT STA 146.5-160 BETWEEN LONGERONS 12 AND 13R. A REPAIR DOUBLER WAS INSTALLED IAW ECRA 5320-01495.									
5320 CALA	18513 48112	DOUG DC932				ANGLE	CRACKED BS 980		12/16/97 CALA9701772
INSPECTION FOUND A 1 INCH CRACK IN RADIUS OF ATTACH ANGLE UPPER END AT STA 980 JUST BELOW LONGERON 15L, AFT LAV OUTBOARD WALL. THE ATTACH ANGLE WAS REMOVED AND REPLACED IAW SRM 53-03, FIGURE 3.									
5320 CALA	18513 48112	DOUG DC932				CLIP	CRACKED BS 980		12/16/97 CALA9701773
INSPECTION FOUND SKIN CLIP CRACKED AT STA 980 BETWEEN LONGERONS 14 AND 16L. THE CLIP WAS REMOVED AND REPLACED IAW SRM 53-03, FIGURE 3.									
5320 CALA	18513 48112	DOUG DC932				STANDOFF	CORRODED BS 207		12/15/97 CALA9701766
INSPECTION FOUND FLOOR SUPPORT STANDOFF CORRODED AT STA 207 RIGHT, BETWEEN INBOARD SEAT TRACK AND CENTER STANDOFF. THE STANDOFF WAS REMOVED AND A NEW STANDOFF WAS FABRICATED AND INSTALLED IAW SRM 51-10-3.									
5320 CALA	18513 48112	DOUG DC932				INTERCOSTAL	CRACKED BS 150		12/15/97 CALA9701767
INSPECTION FOUND A 4 CRACK IN INTERCOSTAL AT STA 150, LONGERON 11R. A REPAIR DOUBLER WAS INSTALLED IAW ECRA 5320-01495.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	FITTING 3917624513N	CRACKED CARGO COMP		12/11/97 ABXA9701968
DURING MOD/D-CHECK, FOUND VENTRAL DOOR JAMB FITTING CRACKED AT RBL 12, 36 UP FROM FLOOR. REPLACED FITTING IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	HINGE 4918346507	CRACKED CARGO COMP		12/11/97 ABXA9701967
DURING MOD/D-CHECK, FOUND VENTRAL DOOR JAMB LOWER HINGE CRACKED. REPLACED LOWER HINGE IAW DC9 SRM 51-30-1 AND 51-30-2.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	SHEAR TIE 91996863	CRACKED BS 617		12/11/97 ABXA9701971
DURING MOD/D-CHECK, FOUND SHEAR TIE AT STA 617 AND LONGERON 18L CRACKED. REPLACED SHEAR TIE IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	FITTING 3917624513N	CRACKED CARGO COMP		12/11/97 ABXA9701969
DURING MOD/D-CHECK, FOUND VENTRAL DOOR JAMB FITTING CRACKED AT RBL 12, 18 UP FROM FLOOR. REPLACED FITTING IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 CALA	16808 49262	DOUG DC982				JAMB	CORRODED BAGGAGE COMPT		12/11/97 CALA9701758
INSPECTION FOUND DOOR JAMB BEAM OF MAIN BAGGAGE BIN CORRODED. A REPAIR WAS INSTALLED IAW SRM 53-05, FIGURE 63 AND ECRA 5310-03642.									

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5330 GAIA	112PS 47013	DOUG DC915F				SKIN 5911410	DENTED BS 365-413		11/26/97 GAIA9768
DURING C-CHECK INSPECTION, FOUND SEVERAL GOUGES AND A DENT ON THE FUSELAGE SKIN JUST BELOW THE MAIN CARGO DOOR. THE DAMAGE WAS REPAIRED IAW KITTY HAWK EA D9-53-045. (M)									
5330 GAIA	112PS 47013	DOUG DC915F				SKIN 59114011	DENTED BS 180-229	52276	11/26/97 GAIA9769
DURING C-CHECK INSPECTION, FOUND A TEMPORARY REPAIR AND DENT ON THE FUSELAGE SKIN JUST BELOW THE FORWARD SERVICE DOOR BETWEEN LONGERON 21R AND THE CUSP. THE DAMAGE WAS REPAIRED IAW KITTY HAWK EA D9-53-044. (M)									
5330 ABXA	981AX 47273	DOUG DC932		DOUG		SKIN 5911412191	CORRODED BS 427		12/10/97 ABXA9701952
DURING C-CHECK, FOUND THE FUSELAGE SKIN UNDER THE RADIO ALTIMETER ANTENNA STA 427 AND LONG 30 HEAVILY CORRODED. REPAIRED SKIN IAW ABX REA D953-22014-MR.									
5330 CALA	69523 47520	DOUG DC932				SKIN	DENTED BS 100		12/5/97 CALA9701749
INSPECTION FOUND FUSELAGE SKIN DENTED AT FS 100, LONGERON 24L. THE DENTED AREA WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-04-0 AND 51-10-3.									
5330 CALA	69523 47520	DOUG DC932				SKIN	DENTED BS 427		12/9/97 CALA9701748
INSPECTION FOUND FUSELAGE SKIN DENTED AT FS 427 BETWEEN LONGERON 20 AND 21L. THE DENTED AREA WAS REMOVED. REPAIR PARTS WERE FABRICATED AND INSTALLED IAW SRM 53-04, FIGURE 12B, 51-10-3, 51-30-2, AND 51-20-0.									
5330 CALA	69523 47520	DOUG DC932				SKIN	DENTED BS 489		12/9/97 CALA9701747
INSPECTION FOUND FUSELAGE SKIN DENTED AT FS 489, LONGERON 23L. DOUBLER, FILLER, AND FINGER DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 53-04, FIGURE 12B.									
5330 CALA	69523 47520	DOUG DC932				SKIN	DENTED BS 237		12/9/97 CALA9701750
INSPECTION FOUND FUSELAGE SKIN DENTED AT STA 237 BETWEEN LONGERON 17 AND 18L. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-04, FIGURE 38, 51-10-3, AND 51-30-2.									
5330 ABXA	959AX 47761	DOUG DC941		DOUG		SKIN 79107821	CORRODED BS 1197		12/11/97 ABXA9701972
DURING MOD/D-CHECK, FOUND FUSELAGE EXTERIOR SKIN CORRODED THROUGH AT STA 1197 FROM LONGERON 24L TO VENTRAL STAIR JAMB. REPLACED SKIN IAW DC9 SRM 51-30-2 AND 51-30-5.									
5330 CALA	14880 48044	DOUG DC981				SKIN	CRACKED BS 1337.5		12/4/97 CALA9701714
INSPECTION FOUND A .25 AND .125 INCH CRACK IN FUSELAGE SKIN AT LONGERON 1R STA 1337.5. A REPAIR WAS INSTALLED IAW ECRA 5331-01009 AND SRM 53-04, FIGURE 38, VIEW H.									
5347 ABXA	981AX 47273	DOUG DC932		DOUG		SEAT TRACK 99578711	CORRODED COCKPIT		12/10/97 ABXA9701949
DURING C-CHECK, FOUND THE CAPTAINS OUTBD AFT SEAT TRACK SEVERELY CORRODED. REPLACED CAPTAINS SEAT TRACK IAW ABX REA D953-22026-MR.									
5350 MWEA	302ME 47102	DOUG DC932				TAIL CONE 591033	OUT OF ADJUST AFT FUSELAGE		12/8/97 MWEA97862
DURING C CHECK, TAILCONE DID NOT RELEASE DURING TEST. MAINTENANCE ADJUSTED TAILCONE IAW DAC MM 53-50-3. OPS CHECK GOOD RETURNED AC TO SERVICE.									

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5350 CALA	16808 49262	DOUG DC982				CABLES	OUT OF ADJUST TAIL CONE		12/14/97 CALA9701765
THE FORCE REQUIRED TO DROP TAILCONE USING THE INTERIOR RELEASE HANDLE AND THE AFT PASSENGER ENTRANCE DOOR HANDLE WAS EXCESSIVE. MAINTENANCE RIGGED THE TAILCONE IAW MM 53-53-00 AND OPERATION CHECKED GOOD. IN ADDITION, ONE LOCK LATCH PIN WAS REPLACED DUE TO WEAR.									
5400 ABXA	948AX 47065	DOUG DC931			DOUG	INTERCOSTAL 99581939	CRACKED NR 1 PYLON		12/9/97 ABXA9701948
DURING C-CHECK, FOUND THE INTERCOSTAL WEB ON NR 1 ENGINE PYLON CRACKED BELOW THE ENGINE WIRE BUNDLES AND BLEED AIR DUCT. REPAIRED THE WEB IAW DC9 SSRM DWG K05159.									
5400 ABXA	948AX 47065	DOUG DC931			DOUG	ANGLE 99581933	CRACKED NR 1 PYLON		12/9/97 ABXA9701947
DURING C-CHECK, FOUND THE INTERCOSTAL ANGLE ON NR 1 PYLON CRACKED BELOW THE ENGINE WIRE BUNDLES AND BLEED AIR DUCT. REPLACED ANGLE IAW DACO DWG 9958193.									
5412 ABXA	981AX 47273	DOUG DC932			DOUG	BULKHEAD WEB 991224618	CRACKED RT PYLON		12/10/97 ABXA9701956
DURING C-CHECK, FOUND RIGHT AFT PYLON BULKHEAD WEB CRACKED AT APPROX LONGERON 11R. REPAIRED WEB IAW REA D953-21791.									
5412 ABXA	981AX 47273	DOUG DC932			DOUG	BULKHEAD FITTING 3912956501	CRACKED BS 945		12/12/97 ABXA9701976
DURING C-CHECK, FOUND CRACKED FITTING IN THE LT LOWER CORNER AFT INBD SIDE OF THE FWD PYLON BULKHEAD STA 945 ADJACENT TO LONGERON 18L. REPLACED FITTING IAW DC9 SRM 51-30-1 AND 51-30-5.									
5510 MWEA	700ME 45696	DOUG DC914				DOUBLER	CRACKED HORIZ STAB		12/13/97 MWEA97869
C-CHK FOUND 1.75 IN CRACK IN LT HORIZONTAL STAB LOWER SKIN AT STA XHS 122. MX REPAIRED IAW DOUGLAS TELEX SVC-MSP-1236/PDG ATA 09-055-10-00 DATE 13 DEC 97 RETURNED AC TO SERVICE.									
5523 ABXA	948AX 47065	DOUG DC931			DOUG	SKIN 59104142	DELAMINATED ELEVATOR TAB		12/3/97 ABXA9701938
ELEVATOR GEARED TAB WAS 25 PERCENT DELAMINATED ON OUTBOARD UPPER AND LOWER SKIN. REPLACED ALL HONEYCOMB CORE, DOUBLERS AND SKIN.									
5610 ABXA	938AX 47009	DOUG DC931			DOUG	WINDOW 5613217507	OUT OF ADJUST COCKPIT		12/11/97 ABXA9701977
CAPTAIN'S CLEARVIEW WINDOW (EMERG EXIT) WOULD NOT OPEN FULLY. BINDS WHEN UNLOCKED. ADJUSTED CAPTAIN'S CLEAR VIEW WINDOW IAW DC9 MM 56-10-03.									
5610 ABXA	938AX 47009	DOUG DC931			DOUG	WINDOW 5613217508	OUT OF ADJUST COCKPIT		12/11/97 ABXA9701973
FIRST OFFICER'S CLEARVIEW SLIDING WINDOW (EMERG EXIT) WAS BINDING. ADJUSTED WINDOW IAW DC9 MM 56-10-3.									
5610 ABXA	949AX 47325	DOUG DC931			DOUG	WINDOW 5613217507	BINDING LT COCKPIT		12/15/97 ABXA9701979
CAPTAIN'S CLEARVIEW WINDOW (EMERG EXIT) WOULD NOT OPEN. LUBRICATED LOCKBAR, CHECKED RIGGING AND OPERATION OF WINDOW. OPS CHECKED GOOD.,									
5712 ABXA	981AX 47273	DOUG DC932			DOUG	BULKHEAD ANGLE 99193498	CORRODED WS 69		12/11/97 ABXA9701964
DURING C-CHECK, FOUND THE CENTER WING RIGHT OUTBOARD BULKHEAD AT WS 69 LOWER CAP ANGLE INSIDE THE RT WING CORRODED BEYOND LIMITS. REPLACED THE LOWER CAP IAW DC9 SRM 51-30-2 AND 51-30-5.									

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7200 MWEA	502ME 48132	DOUG DC932	PWA JT8D7B			ENGINE	FIRE RIGHT		12/11/97 MWEA97863
LANDING IN LGA - TOWER REPORTED FLAMES COMING OUT OF RT ENGINE. MX INSPECT INLET AND EXHAUST ENG COWL, LOOKED FOR FUEL OR OIL LEAKS W/NO DISCREPANCIES. PERFORMED IDLE RUN NR 2 ENG W/ALL INDICATIONS NORMAL.									
7200 TWAA	931TW 49527	DOUG DC983	PWA JT8D219			ENGINE	FAILED LEFT	37719	10/15/97 TWAA9713802
ABQ - FLT 160 - AFTER TAKEOFF, AT TWO HUNDRED FEET, THE LEFT ENGINE FAILED. SHUT DOWN ENGINE. EMERGENCY PROCEDURES FOLLOWED. ENGINE CHANGED, CHECK C 12-9-96. (M)									
7230 NWAA	8979E 47328	DOUG DC931	PWA JT8D9			COMPRESSOR	STALLED LT ENGINE		12/10/97 9723049994
DURING TAKEOFF ROLL AT 80 KNOTS, THE LEFT ENGINE EXPERIENCED COMPRESSOR STALLS. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE INSPECTED THE LEFT ENGINE INLET, OUTLET, AND PS3 FILTER. NO DISCREPANCIES WERE FOUND. ENGINE OPERATIONAL CHECK WAS ACCOMPLISHED. NO STALLS OCCURRED, PARAMETERS WERE NORMAL AND AIRCRAFT RETURNED TO SERVICE. SUSPECT STALL CAUSED BY SNOW OR SLUSH INGESTION.									
7230 NWAA	781NC 48121	DOUG DC951	PWA JT8D17			COMPRESSOR	STALLED RT ENGINE		12/10/97 9723059872
DURING TAKEOFF ROLL AT 60 KNOTS, THE RIGHT ENGINE EXPERIENCED A COMPRESSOR STALL. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE FOUND EVIDENCE OF A BIRD INGESTION AND PERFORMED INSPECTION REQUIREMENTS PER MAINTENANCE MANUAL, NO DISCREPANCIES WERE FOUND. ENGINE OPERATIONAL CHECK WAS PERFORMED, PARAMETERS WERE NORMAL.									
7250 ORJA	882RA 49949	DOUG DC983	PWA JT8D219			LPT SHAFT 500092301	TWISTED NR 2 ENGINE	12494	6/12/97 ORJA97093
NR 2 ENG WAS SHUT DOWN IN FLT DUE TO DECREASING OIL QTY AND PRESSURE. LANDED AT LAS W/O INCIDENT. PRIOR TO ENG SHUT DOWN, OIL QTY WAS '0' AND OIL PRESSURE WAS 38 PSI. NR 2 ENG WAS IDLE FOR 3 MINS WITH ALL OTHER PARAMETERS NORMAL. NR 2 ENG WINDMILLED FOR 10 MINS. MX INSPECTED NR 2 ENG UPON ARRIVAL AND DISCOVERED EXCESSIVE OIL WETTING IN THE TAILPIPE. MX REMOVED AND REPLACED NR 2 ENG. OIL QTY LOSS WAS RELATED TO A TWISTED LPT SHAFT FOUND DURING ENG DISASSEMBLY. ALL INDICATIONS ARE THAT THE LPT SHAFT RUBBED ON THE N2 CENTER TUBE WHICH CREATED EXCESSIVE FRICTION HEAT WITHIN THE SHAFT, SOFTENING THE MATERIAL WHICH EVENTUALLY TWISTED FROM TORSIONAL LOADS. (M)									
7320 ORJA	752RA 49780	DOUG DC987	PWA JT8*			PT2 LINE S0013540196	LEAKING NR 2 ENGINE		11/8/97 ORJA97188
AIR TURN BACK DUE TO NR 2 ENGINE NOT PRODUCING NORMAL CLIMB POWER. LARGE SPLIT IN EPR WITH ALL OTHER INDICATIONS NORMAL. FOUND PT2 FLEX LINE FROM APRON TO BULKHEAD WITH INTERNAL LEAK. MAINTENANCE REQUEST FOR CHECK FLIGHT TO FL330 TO VERIFY FIX OF CHRONIC PROBLEM. (M)									
2612 AALA	1757A 48505	DOUG MD11				ELEMENT 71013810005503	SHORTED NR 3 ENGINE		10/28/97 AALA972048
JFK - FLT 57 - EN ROUTE LHR-MIA - DURING CRUISE, FIRE DETECTOR 3 FAIL ALERT ILLUMINATED FOLLOWED BY NR 3 ENGINE FIRE WARNING. ACCOMPLISHED SHUTDOWN OF NR 3 ENGINE AND DISCHARGED BOTH FIRE BOTTLES. AIRCRAFT DIVERTED TO JFK AND LANDED WITHOUT INCIDENT. REPLACED NR 3 ENGINE A AND B SYSTEM GEARBOX FIRE DETECTOR ELEMENTS. REPLACED BOTH NR 3 ENGINE FIREBOTTLES. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
5347 AALA	1755 48490	DOUG MD11				SEAT TRACK	CORRODED BS 875		10/30/97 AALA971871
TUL - FOUND CORROSION ON SEAT TRACK NR 4 FORWARD OF STATION 879. REMOVED AND REPLACED NR 4 SEAT TRACK FROM STATION 837 TO 879 IAW SRM 53-70-00. (M)									
2120 DALA	903DL 49534	DOUG MD88				AIR DISTRIBUTION	ODOR COCKPIT		12/11/97 DLM88972611
AFT LAV SMOKE DETECTORS ACTIVATED ON FINAL, LIGHT ODOR IN COCKPIT. INSPECTED WATER SEPARATORS AND ENGINES, PERFORMED AUG VALVE CHECK. NO TROUBLE FOUND.									

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2530 DALA	920DL 49644	DOUG MD88			4110001137	COFFEEMAKER	FAILED GALLEY		12/15/97 DLM88972644
DURING FLT, AFT GALLEY COFFEEMAKER STARTED TO SMOKE. REPLACED COFFEEMAKER.									
5311 DALA	981DL 53268	DOUG MD88				FRAME 9912243	CORRODED BS 1307		12/12/97 DLM88972616
FS 1307 FRAME WAS FOUND CORRODED NEAR L29L. REPAIRED PER ERA 331068-14.									
5330 DALA	980DL 53267	DOUG MD88				SKIN	DENTED BS 498-543		12/12/97 DLM88972613
DENT RUNNING FROM FS 498 TO 543 AT L20R WAS CUT OUT AND REPAIRED. REPAIRED PER ERA 265770-14, REV B.									
5330 DALA	981DL 53268	DOUG MD88				SKIN 5953050	DENTED BS 237		12/11/97 DLM88972601
FUSELAGE SKIN DENTED AT FS 237 BETWEEN S18L AND S19L. CUT OUT DIMENSIONS ARE 9 BY 8. REPAIRED PER ERA 331095-14.									
5330 DALA	981DL 53268	DOUG MD88				SKIN 59363601	CORRODED BS 826		12/13/97 DLM88972629
CORROSION FOUND UNDER RUB STRIP AT FS 826 AND L30. REPAIRED PER ERA 331105-14.									
5330 DALA	981DL 53268	DOUG MD88				SKIN 5924802103	DENTED BS 237		12/11/97 DLM88972600
FUSELAGE SKIN WAS DENTED AT APPROX STA 237, BETWEEN S17L AND S18L. SKIN CUT OUT IS 12 BY 8. REPAIRED PER 331082-14.									
5330 DALA	981DL 53268	DOUG MD88				SKIN 5911401179	DENTED BS 218		12/12/97 DLM88972615
SKIN WAS DENTED AT STA 218 AND L18L TO L19L. REPAIRED PER ERA 331096-14.									
5330 DALA	981DL 53268	DOUG MD88				SKIN 59360461	CORRODED BS 765-773		12/12/97 DLM88972614
SKIN WAS CORRODED UNDER RT RUB STRIP FROM FS 759 TO FS 773 BETWEEN L27R AND L29R. REPAIRED PER ERA 331081-14.									
5330 DALA	981DL 53268	DOUG MD88				SKIN 59360461	CORRODED BS 807		12/13/97 DLM88972628
CORROSION FOUND UNDER RUB STRIP AT FS 807 AT L29L AND L29R. REPAIRED PER ERA 331097-14.									
3230 COMA	241CA 120211	EMB EMB120RT				WIRING	FAILED RT MLG		12/10/97 COMA9710493
LANDING GEAR CANNOT BE SELECTED TO RETRACT. CONTROL SELECTOR CANNOT BE MOVED. REPAIRED WARN WIRING IN RIGHT HAND MLG FOR THE AIR/GROUND WEIGHT ON WHEELS SYTEM.									
3230 COMA	255CA 120238	EMB EMB120RT				SENSOR 922AA2YA6PZ722	DEFECTIVE RT MLG		12/15/97 COMA9710498
LANDING GEAR DID NOT EXTEND WHEN SELECTED DOWN. EMERGENCY SYSTEM USED TO LOWER LANDING GEAR. REPLACED DEFECTIVE RT MLG DOWNLOCK PROXIMITY SENSOR.									
3350 COMA	1117H 120117	EMB EMB120RT				WIRE	LOOSE CABIN		12/8/97 COMA9710492
FLOOR EMERGENCY LIGHT AT ROW 9 IS INOP. RECONNECTED LOOSE WIRE AT LIGHT.									

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3350 COMA	189CA 120189	EMB EMB120RT				LAMP 1317	FAILED CABIN		12/10/97 COMA9710494
AFT OVERHEAD CABIN EMERGENCY LIGHT IS INOP. REPLACED BULB.									
5230 COMA	259CA 120252	EMB EMB120RT				DOOR	DIRTY CARGO COMPT		12/5/97 COMA9710491
CARGO DOOR WARNING DURING TAKEOFF. CLEANED DEBRIS FROM CARGO DOOR AREA. DOOR AND WARNING SYSTEM OPERATE NORMAL.									
5270 WTAA	301YV 120301	EMB EMB120ER				WARNING LIGHT	ILLUMINATED CARGO DOOR		10/29/97 WTAA970203
FAT - CARGO DOOR LIGHT ILLUMINATED ON TAKEOFF. TAKEOFF ABORTED. DEFERRED CARGO DOOR WARNING PER MEL 52-70-1. AIRCRAFT RETURNED TO SERVICE. (M)									
5411 COMA	156CA 120156	EMB EMB120RT				FRAME 12040443001	CRACKED LT NACELLE		12/12/97 COMA9710496
DURING 1C INSPECTION, TASK 419-012 REVEALED A CRACK IN LEFT NACELLE UPPER HALF FRAME. THE CRACK WAS .52 LONG AND STARTED AT A NUTPLATE FASTENER. THE NUTPLATE IS ONE OF FOUR INSTALLED TO ATTACH THE EXHAUST DUCT MOUNT BRACKET. REPAIRED HALF-FRAME USING AERODESIGN REPORT 2524-2.									
5411 COMA	156CA 120156	EMB EMB120RT				FRAME 12040442001	CRACKED LT NACELLE		12/12/97 COMA9710497
DURING 1C INSPECTION, TASK 419-012 REVEALED A CRACK IN LEFT NACELLE UPPER HALF-FRAME. REPLACED HALF-FRAME USING AERODESIGN REPORT 2524-2.									
5753 COMA	243CA 120212	EMB EMB120RT			EMB 12039902	HINGE 12040327602	BROKEN RT TE FLAP		12/7/97 COMA9710495
THE RT NACELLE FLAP OUTBD HINGE IS BROKEN. REPLACED THE RT NACELLE FLAP.									
5500 C2XA	15926 145005	EMB EMB145				FAIRING 14532391402	ERODED RT HORIZ STAB		10/30/97 97ZZZX5145
CLE - DURING THE ACCOMPLISHMENT OF A SCHEDULED INSPECTION, THE RIGHT HAND HORIZONTAL STABILIZER END CAP FAIRING WAS FOUND TO HAVE SEVERE EROSION DAMAGE ALONG THE LEADING EDGE. MAINTENANCE REMOVED AND REPLACED THE RIGHT HAND HORIZONTAL STABILIZER END CAP FAIRING IAW EMB-145 MM 55-15-00. A/C TOTAL TIME 1,635.8 HOURS. A/C TOTAL CYCLES, 1,464. (X)									
7200 C2XA	12934 145019	EMB EMB145	ALLSN AE3007A			ENGINE	FAILED RIGHT	741	11/5/97 C2XA97CL091
CLE - DURING A SCHEDULED INSPECTION, THE RIGHT HAND ENGINE OIL PRESSURE EXCEEDED MANUFACTURER'S LIMITS. MAINTENANCE REMOVED AND REPLACED THE RIGHT HAND ENGINE IAW CONTINENTAL EXPRESS TASK CARD NR 6271001. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (X)									
7200 C2XA	12934 145019	EMB EMB145	ALLSN AE3007A			ENGINE	FAILED LEFT	741	11/5/97 C2XA97CL90
CLE - DURING A SCHEDULED INPSECTION, THE LEFT HAND ENGINE OIL PRESSURE EXCEEDED MANUFACTURER'S LIMITS. MAINTENANCE REMOVED AND REPLACED THE LEFT HAND ENGINE IAW CONTINENTAL EXPRESS TASK CARD NR 6271001. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. (X)									
7200 C2XA	14938 145029	EMB EMB145	ALLSN AE3007A			ENGINE	FAILED LEFT	83	11/10/97 C2XA97CL094
CLE - FLT 4014 - CREW REPORTED THE LEFT HAND ENGINE CONTROL A AND B SYSTEMS FAILED IN-FLIGHT. MAINTENANCE INSPECTED THE CONTROL SYSTEM AND THE ENGINE AND FOUND THE ENGINE'S I.T.T. HAD EXCEEDED MANUFACTURER'S LIMITS. THE LEFT HAND ENGINE WAS REMOVED AND REPLACED IAW CONTINENTAL EXPRESS TASK CARD NR 6271001. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. THE NR 1 AND NR 2 F.A.D.E.C.'S WERE REMOVED AND REPLACED FOR PRECAUTIONARY MEASURES. (X)									
3350 AALA	1424M 11407	FOKKER F28MK0100				WIRE	DEFECTIVE CABIN		11/14/97 AALA972172
ORD - DURING OVERNIGHT MAINTENANCE, FOUND THE EMERGENCY EXIT PATH MARKING SIGN AT THE RIGHT FORWARD SERVICE DOOR INOPERATIVE. REPAIRED WIRING AT RIGHT FORWARD SERVICE DOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	1455K 11467	FOKKER F28MK0100				LIGHT	DEFECTIVE CABIN		11/10/97 AALA972134
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT FLOOR PATH LIGHT PROXIMITY PACK TEST LEGEND INOPERATIVE. REPLACED LIGHT MODULE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1455K 11467	FOKKER F28MK0100				LIGHT 9BG00625100	DEFECTIVE CABIN		11/10/97 AALA972135
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY OVERWING OVERHEAD EXIT SIGN INOPERATIVE. REPLACD LIGHT MODULE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 QXEA	469US 11096	FOKKER F28MK1000				BULB 1820	FAILED CABIN		12/8/97 QXEA9700890
FORWARD EMERGENCY LIGHT IN CABIN INOP. RELAMPED, OPERATIONAL CHECK GOOD.									
3350 QXEA	491US 11156	FOKKER F28MK4000				BULB	FAILED CABIN		12/11/97 QXEA9700897
PDX - 2 LIGHT BULBS INOP IN EMERGENCY LIGHTS NEXT TO THE GALLEY EVACUATION SLIDE. INSPECTED EMERGENCY AND EVACUATION LIGHTS AT THE GALLEY SLIDE AND FOUND ALL TO BE OPERATIONAL. AIRCRAFT RETURNED TO SERVICE. NO PARTS REPLACED.									
3350 QXEA	475AU 11222	FOKKER F28MK4000				BULB 1820	FAILED CABIN		12/8/97 QXEA9700889
EMERGENCY LIGHT AT ROW 8 A/B INOP. RELAMPED EMERGENCY LIGHT, OPERATIONAL CHECK GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000				BULB 1820	FAILED CABIN		12/7/97 QXEA9700887
PDX - EVACUATION LIGHT ON LEFT HAND AFT EMERGENCY EXIT INOP. RELAMPED EVACUATION LIGHT ON LEFT HAND EMERGENCY EXIT, OPERATIONAL CHECK GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000			P20700012015	BATTERY PACK P4010021	DISCHARGED CABIN		12/10/97 QXEA9700896
PDX - FLIGHT ATTENDANT FLASHLIGHT RED LIGHT DOES NOT BLINK. REPLACED BATTERY. OPERATIONAL CHECK GOOD.									
3350 QXEA	478US 11227	FOKKER F28MK4000			GRIMES	POWER SUPPLY 6008903	MALFUNCTION CABIN		12/14/97 QXEA9700901
PDX - AFT EVACUATION LIGHT ON BOTTOM PANEL INOP. REPLACED EVACUATION LIGHT POWER SUPPLY. OPERATION CHECK GOOD.									
3350 QXEA	478US 11227	FOKKER F28MK4000			GRIMES 5515900004	BULB MGG1055	FAILED CABIN		12/12/97 QXEA9700900
GEG - OVERHEAD EXIT SIGN AT ROW 8 INOP. RELAMPED, OPERATIONAL CHECK GOOD.									
3350 QXEA	487US 11238	FOKKER F28MK4000			GRIMES	CIRCUIT BOARD 5515900004	MALFUNCTION CABIN		12/11/97 QXEA9700899
GEG - EXIT SIGN AT AFT CENTER AISLE HAS PARTIAL BULBS INOP. REPLACED EXIT SIGN CIRCUIT BOARD. OPERATIONAL CHECK GOOD.									
5100 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700849
PDX - CRACK IN CLIP AT FRAME 15205 STRINGER 26. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5100 QXEA	490US 11152	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		8/11/97 QXEA9700804
PDX - CRACK IN ATTACH ANGLE AT FRAME 5305 3 INBOARD OF STRINGER 17 ON FORWARD SIDE OF FRAME. REMOVED AND REPLACED WEB IAW SRM 51-31-01.									

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5300 QXEA	490US 11152	FOKKER F28MK4000				RIVETS	MISINSTALLED FUSELAGE	8/11/97	QXEA9700841
PDX - FRAME 15205 STRINGER 16A CLIP RIVITS BACKTAILS HAVE EDGES THAT ARE FLUSH WITH FRAME. REPLACED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5311 QXEA	490US 11152	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	8/11/97	QXEA9700803
PDX - CRACK IN ATTACH ANGLE AT FORWARD SIDE OF FRAME 5305 INBOARD 3 OF STRINGER 16. FABRICATED AND INSTALLED NEW L ANGLE CLIP PER SRM 51-31-01.									
5311 QXEA	490US 11152	FOKKER F28MK4000				FRAME	CORRODED FUSELAGE	8/11/97	QXEA9700802
PDX - INSIDE FRAME 9305C IS AN AREA OF CORROSION. LOCATED NEAR STRINGER 36 REPAIRED IAW EA 4-53-219.									
5311 QXEA	490US 11152	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	8/11/97	QXEA9700801
PDX - THERE IS A CRACK IN CASTING AT FRAME 9305 ON STRINGER 47. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5311 QXEA	490US 11152	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE	8/20/97	QXEA9700843
PDX - CRACK AT FRAME 9305B STRINGER 37. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/13/97	QXEA9700857
PDX - CRACKED CLIP AT FRAME 10790 STRINGER 32. REPAIRED IAW FOKKER SRM 53-02-13.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/12/97	QXEA9700858
PDX - CRACKED CLIP AT FRAME 15203 STRINGER 18. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/12/97	QXEA9700852
PDX - CRACK ON CLIP AT FRAME 15205 STRINGER 17A. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/12/97	QXEA9700856
PDX - CRACK IN RADIUS OF CLIP ON FRAME 15205 AT STRINGER 43. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/12/97	QXEA9700855
PDX - CRACKED CLIP AT FRAME 15205 STRINGER 453. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/12/97	QXEA9700853
PDX - CRACK IN CLIP AT FRAME 15205 STRINGER 26. REPAIRED IAW FOKKER SRM 53-02-13.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE	8/12/97	QXEA9700859
PDX - CRACKED CLIP STRINGER 27 AT FRAME 15205. REPAIRED IAW FOKKER SRM 51-31-01.									

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5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700834
PDX - CRACKED CLIP AT FRAME 13815 AT STRINGER 33. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700854
PDX - CRACKED CLIP AT FRAME 15205 STRINGER 48. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2 PAGE 4.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700851
PDX - CRACKED CLIP AT STRINGER 16A ON FRAME 15205. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700836
PDX - CRACKED CLIP STRINGER 26 FRAME 13815A. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700809
PDX - CRACK IN ATTACH CLIP ANGLE AT FRAME 5805 ON STRINGER 40. REPAIRED IAW SRM 53-02-03 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		8/11/97 QXEA9700808
PDX - CRACK IN ATTACH ANGLE AT FRAME 6305 ON STRINGER 41. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700807
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 6305 ON STRINGER NR 40. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700806
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 6305 ON STRINGER 39. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700805
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 6305 ON STRINGER 18. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/20/97 QXEA9700845
PDX - CRACKED CLIP ON FRAME 12875 STRINGER 33. REPAIRED IAW SRM 53-02-13 AND 51-10-14.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700810
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 5805 ON STRINGER 34. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/20/97 QXEA9700842
PDX - CRACKED CLIP AT FRAME 12405 AND STRINGER 29. REPLACED CRACKED CLIP AIW FOKKER SRM 51-31-01.									

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5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/19/97 QXEA9700844
PDX - CRACKED CLIP ON FRAME 12875 AT STRINGER 33. REPAIRED CLIP IAW FOKKER SRM 53-02-13 PAGE 4.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700839
PDX - CRACKED CLIP AT FRAME 13815B STRINGER 42. REPAIRED IAW FOKKER 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700838
PDX - CRACKED CLIP ON FRAME 13815A AT STRINGER 47. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700837
PDX - CRACK STARTING AT RIVIT ON CLIP MOUNTED TANG STRINGER 37. REPAIRED IAW FOKKER SRM 53-02-13.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700835
PDX - CRACKED CLIP AT FRAME 13815 AT STRINGER 42. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700861
PDX - CRACKED CLIP AT FRAME 14755 AT STRINGER 41. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700860
PDX - CRACKED CLIP AT FRAME 14755 STRINGER 473. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/12/97 QXEA9700850
PDX - CRACK ON CLIP AT FRAME 15205 STRINGER 17A. REPAIRED CLIP IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/13/97 QXEA9700847
PDX - CRACKED CLIP ON FRAME 16660 AND STRINGER 55. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700811
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 7805 ON STRINGER 38. REPAIRED IAW SRM 51-30-00.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/13/97 QXEA9700848
PDX - CRACKED CLIP ON FRAME 16660 AND STRINGER 57. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700812
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 7805 ON STRINGER 30. REPAIRED IAW SRM 53-02-13 FIGURE 2.									

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5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		8/11/97 QXEA9700813
PDX - CRACK IN ATTACH ANGLE CLIP AT FRAME 7805 ON STRINGER 31. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CASTING	CRACKED FUSELAGE		8/11/97 QXEA9700814
PDX - CRACK IN CASTING AT FRAME 8805 ON STRINGER 47. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CLIP	MISINSTALLED FUSELAGE		8/4/97 QXEA9700846
PDX - GAP BETWEEN CLIP REPAIR AND FUSELAGE SKIN. REPAIRED PER FOKKER SRM 53-02-13 FIGURE 2.									
5320 QXEA	490US 11152	FOKKER F28MK4000				CASTING	CRACKED FUSELAGE		8/11/97 QXEA9700815
PDX - CRACK IN CASTING AT FRAME 8805 ON STRINGER 46. REPAIRED IAW SRM 53-02-13 FIGURE 2.									
5330 QXEA	490US 11152	FOKKER F28MK4000				SKIN	DENTED FUSELAGE		7/18/97 QXEA9700831
PDX - DENT IN FUSELAGE SKIN AT INTERSECTION OF FRAME 1600 AND STRINGER 216. REPAIRED IAW SRM 53									
5400 QXEA	483US 11233	FOKKER F28MK4000				BLOW OUT DOOR	OPEN NR 2 STUB WING		12/8/97 QXEA9700888
SEA - AIRCRAFT DIVERTED TO PDX AFTER CREW REPORTED MODERATE VIBRATION THAT OCCURED ALL OF A SUDDEN IN CRUISE. FOUND NR 2 STUB WING BLOW OUT DOOR OPEN. OPERATIONAL CHECK DOOR TENSION AND BLED AIR SYSTEM FOR LEAKS. NO DEFECTS FOUND. NO PARTS REPLACED, OPERATIONAL CHECK GOOD.									
5414 QXEA	490US 11152	FOKKER F28MK4000				SKIN	CRACKED LT PYLON		8/23/97 QXEA9700832
PDX - LEFT STUBWING LOWER SKIN AFT EDGE HAS CRACK FROM A RIVET JUST OUTBOARD OF A PREVIOUS REPAIR PATCH. REPAIRED IAW EA 4-54-17.									
7110 QXEA	490US 11152	FOKKER F28MK4000				COWL	CRACKED LT ENGINE		8/11/97 QXEA9700840
PDX - LEFT ENGINE LOWER OUTBOARD COWL PANEL HAS NUMEROUS DENTS AND TEARS TO OUT SKIN. REPAIRED IAW FOKKER SRM 54-01-01.									
8520 JDWA	31P 1646123	GULSTM 680FL	LYC IGSO540B1C			BOLT LW12596	FAILED NR 5 CYL ROD		11/13/97 868 97ZZZX5143
AIRCRAFT WAS AT CRUISE POWER SETTING. THE PILOT EXPERIENCED A ROUGH RUNNING ENGINE. HE SECURED THE ENGINE AND CONTINUED TO LAND WITHOUT FURTHER INCIDENT. UPON INSPECTION OF THE ENGINE, DETERMINED THE CONNECTING ROD BOLT FAILED ON THE NR 5 CYLINDER AND THE CYLINDER WAS FORCED OFF ITS PAD CAUSING EXTERNAL DAMAGE TO THE ENGINE.									
7260 VTZA	314UE 41027	JETAIR JETSTM4101	GARRTT TPE3311			CHIP DETECTOR	DIRTY RT ENGINE		11/15/97 VTZA97642
FLT 6294 - BWI-JFK - DURING TAKEOFF ROLL, EXPERIENCED A RIGHT OIL CONTAMINATION CAPTION LIGHT. AIRCRAFT ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE CONTROL WAS NOTIFIED AND IAD MAINTENANCE WAS DISPATCHED. MAINTENANCE REMOVED, CLEANED ADN REINSTALLED RIGHT ENGINE CHIP DETECTOR. MAINTENANCE ALSO PERFORMED REQUIRED ENGINE PENALTY RUNS. SOAP SAMPLE TAKEN AND SENT TO ANALYSIS LAB FOR EVALUATION. COULD NOT DUPLICATE DISCREPANCY. AIRCRAFT WAS THEN RETURNED TO SERVICE. (M)									
3260 BSYA	31WR 313	LEAR 35A				CONNECTOR	LOOSE NLG ACTUATOR		10/31/97 97ZZZX5188
ON APPROACH, COULD NOT GET NOSE LANDING GEAR DOWN AND LOCK LIGHT. FOUND CANNON PLUG FOR NOSE GEAR ACTUATOR LOOSE. CLEANED AND TIGHTENED PLUG. OPS CHECKS GOOD.									

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3260 DALA	733DS 193C1224	LKHEED 10113851			805006	LOGIC CARD	FAILED E/E COMPT		12/10/97 DLL10972596
GEAR RETRACTED ON CLIMB-OUT, RED DOOR INTRANSIT AND S/O RT GEAR OR DOOR LIGHT REMAINED ILLUMINATED. AFTER FOLLOWING PROCEDURES WITH ATL MAINT, TRUCK LIGHT REMAINED ON. DUMPED FUEL AND LANDED BACK IN HNL. TRUCK LIGHT EXTINGUISHED ON LANDING ROLL OUT. REPLACED A7 LOGIC CARD, ADJUSTED SENSOR, TEST HOP CHECKS OK.									
3350 DALA	769DL 193H1218	LKHEED 10113853				POWER SUPPLY 5165741	INOPERATIVE CABIN		12/10/97 DLL17972610
R2 EXIT EMERGENCY LIGHT INOP ALONG WITH SEVERAL CABIN LIGHTS. REPLACED POWER SUPPLY, CKS GOOD.									
5240 DALA	736DY 193C1227	LKHEED 1011385115				COUNTER BALANCE 1313T10013	WEAK R-4 DOOR		12/10/97 DLL14972588
DURING ACCOMPLISHMENT OF OPN NR 68115 R/CARD 20 FOUND A WEAK COUNTERBALANCE ON THE R-4 DOOR. THE COUNTERBALANCE WOULD ONLY OPEN THE DOOR HALFWAY. MFG PART NR 1313T100-13 S/N 0371, REPLACED SAME.									
5311 DALA	737D 193C1228	LKHEED 1011385115				FRAME 1503233103	CORRODED BS 1043		12/12/97 DLL14972612
FS 1043 LWR CAP FOUND TO HAVE CORROSION ON UPPER SURFACE OF FWD FLANGE FROM LBL 81.6 TO RBL 94.5. REPAIRED PER ERA 331045-14.									
5311 DALA	737D 193C1228	LKHEED 1011385115				FRAME	CRACKED BS 1223		12/11/97 DLL14972604
CRACK FOUND RUNNING FROM ONE FASTENER HOLE TO THE ADJACENT HOLE AT WL 250 IN THE OUTER CAP OF THE LT FRAME AT STA 1223. REPAIRED PER ERA 331024-14AD.									
5312 DALA	737D 193C1228	LKHEED 1011385115				BULKHEAD WEB 1541983109	CORRODED BS 328		12/11/97 DLL14972602
CORROSION FOUND ON THE RT LWR OUTB'D CORNER OF THE 328 BLKHD WEB. REPAIRED PER ERA 331000-14AD.									
5330 CKSA	104CK 193N1193	LKHEED 1011385115				SKIN	DAMAGED C1 DOORWAY		12/6/97 CKSA97587
PRE-DEPARTURE FOUND HOLE ON RIGHT SIDE OF AIRCRAFT, 53 AFT OF C1 DOOR. REPAIRED STRUCTURE DAMAGE TO SKIN, STRINGER AND FRAME IAW 53-13-00 FIG 804, 51-50-03 FIG 2 AND 53-31-00 FIG 815.									
5711 DALA	737D 193C1228	LKHEED 1011385115				SPAR 1503231103	CRACKED BS 1163		12/13/97 DLL14972630
FS 1163 UPPER SPAR CAP WAS FOUND CRACKED AT THE RADIUS OF THE VERTICAL LEG OF THE TEE ON THE RT SIDE OF THE AIRCRAFT. THE CRACK WAS IN THE UPPER PORTION OF THE TEE AND EXTENDED THROUGH THE VERT LEG. TOTAL CRACK LENGTH WAS ABOUT 1.6. REPAIRED PER ERA 330950-14.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		12/11/97 RAAA97E9042
FWD RT OVERWING EMERGENCY EXIT IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
5330 RAAA	178RV 188C2010	LKHEED 188C				SKIN	CORRODED BS 445		12/15/97 RAAA97E8050
DURING SCHEDULED NR 2 CHECK, FOUND FS 445 SKIN CORRODED AT STR 46. REPAIRED PER SRM 53-2-1 M-54 NR 77.									
7200 LR7A	285F 1107	LKHEED 188C	ALLSN 501D13			ENGINE	FAILED NR 1	29330 1615	12/11/97 LR7A9731
NR 1 ENGINE UNCONTROLLABLE LOSS IN OIL PRESSURE. SHUTDOWN ENGINE AT 0930Z. REPLACED NR 1 ENGINE PER ONE-120.									

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2611 WWMA	256AE 340B256	SAAB 340B				SMOKE DETECTOR 7211121100	DEFECTIVE LAVATORY		12/6/97 WWMA9700202
LAV SMOKE WARNING CYCLES ON AND OFF, DEFERRED BY SLO MX REPAIRED AT LAX. REMOVED AND REPLACED SMOKE DETECTOR IAW SB340 MM CHAPTER 26-10 OPS CK GOOD. MIC SHEET CLEARED.									
2611 SIMA	389AE 340B389	SAAB 340B		FENWAL		SMOKE DETECTOR 72000211000	FAILED CARGO COMPT		11/6/97 SIMA973103
ACT - FLT 3910 - CARGO FIRE WARNING CAME ON IN-FLIGHT AND CREW BLEW BOTTLE AND DIVERTED INTO ACT. AIRCRAFT LANDED SAFELY. INSPECTED CARGO BAY FOR EVIDENCE OF SMOKE OR FIRE. NONE FOUND. MEL'D CARGO BIN PER 26-04. DFW UNABLE TO DUPLICATE WARNING. REPLACED FIRE BOTTLE AND THE 2 CARGO BIN SMOKE DETECTORS AS PRECAUTIONARY. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
2750 WWMA	309AE 340B309	SAAB 340B				VALVE HP14161005	FAILED TE FLAPS		12/7/97 WWMA9700205
FLAPS DEPLOYED IN FLIGHT. UNABLE TO RETRACT THEM. REMOVED AND REPLACED FLAP CONTROL VALVE IAW SAAB MM 27-51-15, PERFORMED OPS CHECK IAW SAAB MM 27-51-00. OPS CHECK GOOD.									
2930 WWMA	319AE 340B319	SAAB 340B				WARNING LIGHT	ACTIVATED HYDRAULIC SYST		12/5/97 WWMA9700201
HYD LIGHT ON, FLIGHT, LDG, ONLY NOSE DOWN AND CB F9 OUT. FOLLOWED PFH AND CONTINUED WITH LANDING. PERFORMED OPS CHECK OF HYD SYSTEM. CYCLED CB F9 FOR PUMP HYD AUTO. FCK OK. INSPECTED A/C FOR HYD LEAKS, NO LEAKS NOTED. HYD PUMP KICKS IN AT 2200 PSI AND STOPS AT 2400 PSI. INSPECT PERFORMED IAW SB340 MM 29-10,20,30. OPS CK OK AT THIS TIME.									
3320 WWMA	256AE 340B256	SAAB 340B				BALLAST BA080061	FAILED CABIN		12/6/97 WWMA9700203
STRONG ODOR OF HOT INSULATION IN COCKPIT AND GALLEY AREA, MOSTLY FROM AVIONICS RACK. SMELL NOT FROM A/C BRAKES OR ENGINES. DEFERRED OVER WINDOW LIGHTS SEAT 3BC FOR BAD BALLAST PER MEL 3302. REPAIR AT LAX, REMOVED AND REPLACED BALLAST AT SEAT 3BC IAW SAAB MM CHPT 25-20. OPS CK GOOD. MEL RESTORED.									
3350 MALA	592MA 340B199	SAAB 340B				BULB 1317	FAILED CABIN		12/15/97 MALA975814
DURING INSPECTION 3D EMERGENCY OVERHEAD LIGHT INOP. MAINTENANCE RELAMPED OVERHEAD LIGHT. ALL CHECKS GOOD.									
3350 WWMA	243AE 340B243	SAAB 340B				BULB	FAILED CABIN		12/10/97 WWMA9700206
DURING PREFLIGHT, EMERGENCY LIGHT AT SEAT 9A FOUND TO BE INOPERATIVE, REPLACED BULB.									
3350 WWMA	319AE 340B319	SAAB 340B				BULB	FAILED CABIN		12/6/97 WWMA9700204
EMERGENCY LIGHTS AT 3C, AND 8C ONLY HAVE ONE BULB WORKING. RELAMPED EMERGENCY LIGHTS AT 3C AND 8C IAW SAAB MM 33-50.									
3350 MALA	402XJ 340B402	SAAB 340B				LIGHT 66902	INOPERATIVE CABIN		12/15/97 MALA975815
DURING INSPECTION, THE FLOOR TRACK EMERGENCY LIGHT EXIT IDENTIFIER STRIP INOP. MAINTENANCE REPLACED THE EMERGENCY EXIT IDENTIFIER STRIP. ALL CHECKS GOOD.									
3350 MALA	89XJ 089	SAAB SF340A				BULB 1317	FAILED CABIN		12/15/97 MALA975812
DURING INSPECTION, 2A AND 6A EMERGENCY LIGHTS INOP. MAINTENANCE RELAMPED BOTH EMERGENCY LIGHTS. ALL CHECKS GOOD.									
3350 MALA	99XJ 099	SAAB SF340A				SIGN 7239410009	WORN CABIN		12/12/97 MALA975807
DURING 4K CHECK, THE CABIN EMERGENCY EXITS SIGNS REPLACED FOR WEAR AT RIGHT WINDOW EXIT, RIGHT FORWARD DOOR AND LEFT ENTRANCE DOOR TRIM PANEL.									

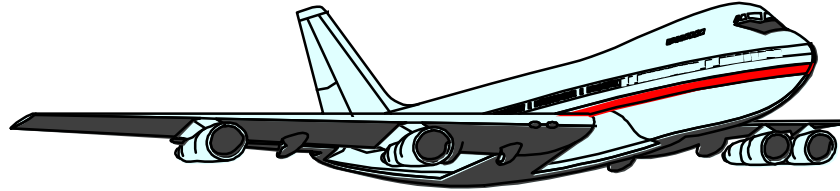
***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

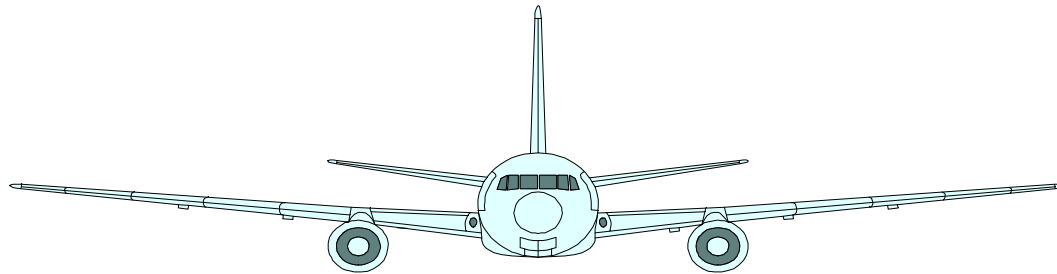
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3350 MALA	102XJ 340A102	SAAB SF340A				BULB	LOOSE CABIN		12/14/97 MALA975811
DURING INSPECTION, ROW 6 OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RESECURED BULB IN SOCKET FOR EMERGENCY LIGHT AT ROW 6. ALL CHECKS GOOD.									
7260 PLGA	751BA 340A157	SAAB SF340A	GE CT75A			CHIP DETECTOR 4052T92P01	FAILED LT ENGINE		11/7/97 PLGA971107B
BGR - FLT 4388 - EN ROUTE FROM BOS-YHZ, THE LEFT ENGINE OIL CHIP DETECTOR LIGHT ILLUMINATED. AIRCRAFT DIVERTED TO BGR ADN LANDED WITHOUT INCIDENT. MAINTENANCE FOUND LEFT CHIP DETECTOR SHORTED INTERNALLY. REPLACED DETECTOR AND AIRCRAFT RETURNED TO SERVICE. (M)									
7510 PLGA	340BE 340A062	SAAB SF340A	GE CT75A			VALVE 6058T80P03	FAILED RT ENGINE		11/7/97 PLGA971107A
BOS - FLT 4383 - ON CLIMB-OUT, THE RIGHT ENGINE ANTI-ICE BLEED VALVE FAIL LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BOS DUE TO WEATHER CONDITIONS. MAINTENANCE REPLACED THE RIGHT ANTI-ICE BLEED VALVE SYSTEM CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
7722 MALA	421XJ 421	SAAB 340B				CONNECTOR	DIRTY LT/RT ITT GAUGE		12/13/97 MALA975813
ON CLIMB, THE LEFT ITT GAUGE SHOWING ERRATIC INDICATIONS. AIRCRAFT RETURNED TO CWA. MAINTENANCE CLEANED LEFT AND RIGHT ITT GAUGE CANNON PLUGS, RAN AIRCRAFT FOR 30 MINUTES ALL CHECKS GOOD.									
7810 MALA	586MA 340B165	SAAB 340B				EXHAUST NOZZLE NF24668057	FAILED LT NACELLE		12/11/97 MALA975806
DURING CRUISE, THE LEFT OIL COOLER ANTI-ICING HEATER BEGAN THROWING A SHOWER OF SPARKS. AIRCRAFT WAS DIVERTED TO MSP. MAINTENANCE REPLACED THE EXHAUST NOZZLE. OPS CHECK GOOD.									
6111 MEJA *****	163MA TC236	SWRNGN SA226TC		HARTZL HCB3TN5		BLADE T10282N	CRACKED LT PROPELLER		11/7/97 97ZZZM1209
DURING A SERV CHECK INSPECTION, A MECH DISCOVERED A CRACKED BLADE ON THE LT PROPELLER. THE HAIRLINE CRACK IS ABOUT ONE AND ONE HALF INCHES LONG AND IS LOCATED ABOUT 6 INCHES INBOARD FROM THE END OF THE PROPELLER BLADE ON THE TRAILING EDGE. MAINTENANCE REMOVED THE CRACKED PROPELLER AND INSTALLED A REPAIRED PROPELLER. A DIRECTIVE WAS ISSUED TO INSPECT THE FLEET FOR ANY OTHER CRACKED PROPELLER BLADES. NO OTHER BLADES WERE FOUND WITH ANY CRACKS. THE EXACT TIME ON THE BLADE IS UNKNOWN SINCE THE RECORDS PRIOR TO THE PREVIOUS OVERHAUL ARE UNAVAILABLE. TOTAL TIME SINCE NEW ON PROP 5,927.7 HOURS WITH A TIME SINCE OVERHAUL OF 2126.7 HOURS. (M)									
7320 MEJA	163MA TC236	SWRNGN SA226TC	GARRTT TPE33110U			FUEL CONTROL	OUT OF CONTROL RT ENGINE		11/7/97 97ZZZM1208
THE PILOT ABORTED THE TAKEOFF AT SAT DUE TO 104 PERCENT TORQUE ON THE RIGHT ENGINE. MAINTENANCE ADJUSTED SCREW 'X'. THE AIRCRAFT DEPARTED WITHOUT FURTHER INCIDENT. (M)									
3230 MEJA	436MA AC719B	SWRNGN SA227AC				CIRCUIT BREAKER	FAILED LT MLG		10/11/97 97ZZZM1210
AFTER TAKEOFF FROM ANC, THE GEAR UNSAFE HORN CAME ON AND IT WAS DECIDED TO RETURN TO ANC RATHER THAN PROCEED TO OME. AFTER SELECTING GEAR DOWN, THE GEAR WOULD NOT EXTEND UNTIL TRANSFERRED TO THE RIGHT ESSENTIAL BUS. MAINTENANCE REPLACED THE LEFT GEAR CONTROL CIRCUIT BREAKER AND THE GEAR SWING CHECKS WERE GOOD. (M)									
7320 MEJA *****	26906 AC654B	SWRNGN SA227AC	GARRTT TPE33111U			P2T2 SENSOR	FROZEN RT ENGINE		10/6/97 97ZZZM1211
WHILE EN ROUTE FROM ANC TO BET, THERE WAS A DROP IN TORQUE AND EGT ON THE RIGHT ENGINE. THE CREW DID AN AIR TURNBACK ANC. MAINTENANCE DETERMINED THAT THE P2T2 SENSOR FROZE DURING FLIGHT. MAINTENANCE THE COMPLIED WITH PARA B OF AD 97-15-10 BY COMPLYING WITH ALLIED SIGNAL SB TPE 331-73-0235. PARAGRAPH A OF THE AD WAS NOT APPLICABLE. (M)									

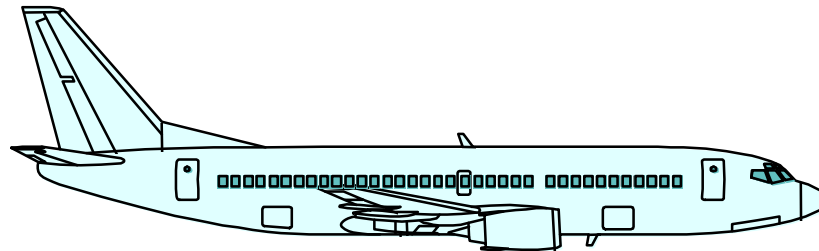
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**12/14/97 - 12/20/97 ISSUE: 97-51 ZAC-326**

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2722		AIRBUS A300B4203	GE CF650C2			FITTING A5547065020490	CRACKED RUDDER ACTUATOR		2/22/97 AU970470
(AUS) RUDDER ACTUATOR HINGE FITTING CRACKED ON OUTER FLANGE RADIUS AND INNER WEB									
5230		AIRBUS A320212				HANDLE	FAULTY CARGO/BAG DOOR		4/2/97 AU970483
(AUS) MAIN CARGO DOOR LATCH HANDLE WOULD NOT FULLY ENGAGE - SUSPECT CAUSED BY INTERFERENCE BETWEEN THE CARGO DOOR HANDLE AND THE HANDLE LOCKING MECHANISM CAUSING A PRELOAD AGAINST THE HANDLE LATCH HOOK									
5330		BAC 146300A				SKIN	CRACKED FUSELAGE AFT		5/5/97 AU970471
(AUS) FUSELAGE SKIN CRACKED ON LH SIDE IN AREA OF AFT FRAME 10 BELOW THE LOWER LAP JOINT - CRACK LENGTH 68.5MM (2.7IN) - DAMAGE CAUSED BY IMPACT WITH TARMAC VEHICLE									
7250		BAC 146200A	LYC ALF502R5			NOZZLE 2121100R73	DAMAGED TURBINE SECTION		4/4/97 5981 AU970410
*****	(AUS) NO3 ENGINE SECOND STAGE TURBINE BLADES (3OFF) HAD APPROXIMATELY ONE THIRD OF THE BLADE MISSING AND THREE MORE BLADES WITH APPROXIMATELY ONE QUARTER OF THE BLADE MISSING - INVESTIGATION FOUND THAT THE SECOND STAGE TURBINE NOZZLE REAR INNER SHROUD WAS CRACKED ALLOWING THE SHROUD TO RUB ON THE SECOND STAGE TURBINE DISC								
7260		BAC 146200A	LYC ALF502R5			DRIVE	FAILED NR3 ENG OIL PUMP		5/9/97 AU970479
(AUS) NO3 ENGINE OIL PUMP DRIVE FAILED - METAL CONTAMINATION OF OIL SYSTEM - DURING GEARBOX REMOVAL A THREADED INSERT WAS PULLED FROM THE FAN HOUSING									
2750		BEECH 100BEECH	PWA PT6A28			MOTOR ASSY 995240253	INOPERATIVE FLAPS		7/5/96 CA960808001
(CAN) FLAPS FAILED TO RETRACT AFTER LANDING. INVESTIGATION FOUND FLAP MOTOR TO BE INOPERATIVE.									
3230		BEECH A100	PWA PT6A28		1153800023	MOTOR 1153800023	INTERMITTENT LANDING GEAR	357	7/11/96 CA960725104
(CAN) LANDING GEAR MOTOR INTERMITTENT WHEN SELECTED DOWN. BRUSHES FOUND IMPROPERLY INSTALLED.									
7261		BEECH 100BEECH	PWA PT6A28			O-RING MS9388222	TORN OIL CAP		7/12/96 CA960802202
(CAN) CREW NOTICED OIL PRESSURE FLUCTUATING. ENGINE SHUTDOWN AND SINGLE ENGINE LANDING ACCOMPLISHED. MAINTENANCE FOUND OIL DIPSTICK O-RING HAD BEEN PINCHED AND OIL WAS BLOWN OVERBOARD.									
2435		BEECH 1900C	PWA PT6A65B		LUCAS	BEARING 96150	FAILED STARTER-GEN		4/29/97 AU970449
(AUS) LH ENGINE STARTER GENERATOR DRIVE BEARING FAILED									
2460		BEECH 1900C	PWA PT6A65B			DEVICE 9036102334	FAULTY DC POWER DISTRIB		3/31/97 AU970369
(AUS) HALL EFFECT DEVICE FOR BATTERY BUS TIE RELAY FAULTY									
2133		BOEING 727171C	PWA JT8D7A		ALLIED SIGNA 10328051	SEAT 35584	LEAKING LT OUTFLOW		10/1/97 CA971015030
(CAN) LEFT HAND OUTFLOW VALVE SEAT LEAKING. REPLACED									

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2370		BOEING 727171C	PWA JT8D7A		COLLINS CVR	CVR TAPE 5224058002	BROKEN COCKPIT		9/19/97 CA971015027
(CAN) COCKPIT CVR FAILED TEST FUNCTION, CONTINUOUS TAPE REPLACED SERVICEABLE.									
2710		BOEING 727171C	PWA JT8D7A		BOEING 552440014	LOCKOUT 652440014	TORN BOOT RH AILERON		10/1/97 CA971015028
(CAN) DUST BOOT ON RIGHT HAND AILERON LOCKOUT MECHANISM TORN, REPLACED.									
2934		BOEING 727171C	PWA JT8D7A			TRANSMITTER EA1093A2408	INTERMITTENT A SYS HYD		9/25/97 CA971015026
(CAN) DURING APPROACH 'A' SYSTEM HYDRAULIC QUANTITY WOULD FLUCTUATE IN TURBULENCE, QUANTITY TRANSMITTER REPLACED.									
3260		BOEING 72722C	PWA JT8D7B			SWITCHES H1010153	INTERMITTENT NOSE GEAR		3/10/95 CA950320101
(CAN) ON APPROACH GEAR SELECTED DOWN THREE GREEN LIGHT ON. SHORTLY AFTER NOSE GEAR DOWN LIGHT INDICATOR WENT OUT. GEAR CYCLED ALL INDICATIONS NORMAL AND AIRCRAFT LANDED. NOSE GEAR POSITION AND LOCK SWITCHES REPLACED.									
5260		BOEING 727171C	PWA JT8D7A		BOEING 65178202	SEAL 65178202	LEAKING AIR STAIR		10/1/97 CA971015029
(CAN) AIRSTAIR ACTUATOR LEAKING. REPLACED.									
5310		BOEING 727277	PWA JT8D15			FUSELAGE	CORRODED FUSELAGE STRUCT		2/28/97 AU970453
(AUS) FUSELAGE CONTAINED LEVEL 2 CORROSION. FOUND DURING INSPECTION									
7230		BOEING 727277	PWA JT8D15			COMPRESSOR CASE 793353	DAMAGED TURB ENG COMP		4/25/97 20555 AU970480
(AUS) NO1 ENGINE INTERMEDIATE COMPRESSOR CASE HOLED AT THE 12 O'CLOCK POSITION BY THE ENGINE LIFTING BEAM FORWARD ATTACHMENT FITTING PNO F72714-2 - ENGINE WAS LIFTED WITH ONLY THE UPPER FORWARD CONE BOLT ENGAGED ALLOWING THE ENGINE TO ROLL TO THE RIGHT AND CONTACTING THE LIFTING BEAM - PERSONNEL/MAINTENANCE ERROR									
7313		BOEING 727277	PWA JT8D15			SEAL 775723	LEAKING FUEL INJ NOZZLE		4/5/97 2731 AU970464
(AUS) NO1 ENGINE NO9 COMBUSTION CAN FUEL INJECTOR NOZZLE SEAL LEAKING. INVESTIGATION FOUND THAT THE PROBLEM WAS CAUSED BY IMPROPER MAINTENANCE ACTIVITIES DURING NOZZLE OVERHAUL. PERSONNEL/MAINTENANCE ERROR.									
7530		BOEING 727227	PWA JT8D9A			CLAMP	REPOSITIONED 8TH STAGE VALVE		9/1/97 CA971006001
(CAN) AT CLIMB 3,600 NR1 STRUT O'HEAT LIGHT CAME ON, CHECK LIST CARRIED OUT. LIGHT OUT WITH POWER REDUCED TO 1.5 EPR, CAME ON AT 1.6 EPR. FUEL DUMPED, AIRCRAFT RETURNED. CLAMP LOOSE AT 8TH STAGE BLEED CHECK VALVE.									
2520		BOEING 737377				SEAT	WORN PASS COMPART		4/8/97 AU970411
(AUS) SEATS 8A AND 8G BLOCKING OFF EMERGENCY EXIT WHEN IN UPRIGHT POSITION DUE TO WEAR									
2520		BOEING 737476				NUT 309312	FAULTY AFT CABIN SEAT		4/27/97 AU970465
(AUS) REAR CABIN SEATS 15 DEF FORWARD INBOARD LEG MOUNT ANCHOR NUT FAULTY - SEAT ROWS 16 DEF AND 17 DEF ALSO LOOSE IN TRACKS									

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2560		BOEING 737275	PWA JT8D9A		SCOTT 28970127	MASK 289705	SEPARATED INHALE BAG		10/7/97 CA971015018
*****	(CAN) TWO EXAMPLES OF BAG SEPARATION AT THE ULTRASONIC BOND BETWEEN THE INLET CHECK RING AND THE BASE. THIS ALLOWED THE INHALATION BAG TO SEPARATE FROM THE UNIT. FOUND DURING DEPLOYMENT WHEN PULLED ON THE BAG TO OPEN THE FLOW VALVE.								
2565		BOEING 737376				SLIDE 1747	FAULTY ESCAPE SLIDE		3/5/97 AU970390
	(AUS) DOOR 2R ESCAPE SLIDE GROUND MAINTENANCE SAFETY PIN FOUND INSTALLED IN ACTUATION MECHANISM - PERSONNEL/MAINTENANCE ERROR								
2782		BOEING 737476				ACTUATOR 1360	FAILED LE FLAP ACTUATOR		4/16/97 AU970422
	(AUS) NO5 LEADING EDGE SLAT ACTUATOR EYE END BROKEN - SUSPECT CAUSED BY CORROSION PITTING								
3230		BOEING 737217	PWA JT8D17A		BOEING 654620033	BOLT NAS660430	CORRODED MLG		10/7/97 CA971015016
	(CAN) BOLT SECURING LOCK BRACES SHAFT TO LOCK BRACE CORRODED APPROXIMATELY 50 PERCENT THROUGH SHANK. REPLACED.								
3260		BOEING 737217	PWA JT8D17		ELDEC 188915	SENSOR 188915	INTERMITTENT LT MLG		10/10/97 CA971015022
	(CAN) LEFT HAND MAIN LANDING GEAR UNSAFE LIGHT FLASHING. REPLACED SENSOR.								
3417		BOEING 737275	PWA JT8D9A		KOLLSMAN G480B20	COMPUTER HG480B20	FAILED AIR DATA		10/7/97 CA971015017
	(CAN) IN CRUISE AT 35,000 AUTO PILOT TRIPPED OFF FOLLOWED BY MACH TRIM FAIL LIGHT ON. CAPTAIN ALTIMETER RED FLAG CAME IN VIEW, ALTIMETER ALERT FLAG ON GPWS INOPERATIVE LIGHT ON. TCAS FAILED, SHORTLY THEREAFTER CABIN ALERT HORN SOUNDED, O2 MASKS DEPLOYED, EMERGENCY DESCENT. AIR DATA COMPUTER REPLACED.								
4920		BOEING 737376			GARRTT GTCP85	TURBINE 38420722	FAILED APU CORE ENGINE		4/12/97 3257 AU970421
*****	(AUS) APU FAILED - DEBRIS EXITING FROM EXHAUST - INVESTIGATION FOUND THAT THE TURBINE WHEEL AND SHAFT ASSEMBLY FAILED AND HUB SEPARATED DUE TO 'HAFNIUM INCLUSION'								
5310		BOEING 73733A				FUSELAGE	CORRODED FUSELAGE STRUCT		2/28/97 AU970454
	(AUS) LEVEL 2 CORROSION FOUND DURING INSPECTION								
7722		BOEING 737377	CFMINT CFM563B2			EGT SYSTEM	FAULTY ENG. EGT/TIT IND		1/19/97 AU970412
	(AUS) NO2 ENGINE TGT INDICATIONS ABOVE 1000 DEGREES ON TWO OCCASIONS BEFORE FALLING TO ZERO DEGREES - INTERFACE AND LOWER ELECTRICAL COUPLING AS WELL AS INDICATOR WERE CHANGED - INVESTIGATION OF INDICATION SYSTEM COULD FIND NO FAULTS								
7722		BOEING 737377	CFMINT CFM563B2			EGT SYSTEM	FAULTY ENG. EGT/TIT IND		1/25/97 AU970413
	(AUS) NO2 ENGINE EGT SYSTEM FAULTY								
8010		BOEING 737217	PWA JT8D17			WIRING	CHAFED NR 1 START VALVE		10/3/97 CA971015013
	(CAN) AFTER TAKEOFF NR1 START VALVE LIGHT CAME ON, AIRCRAFT RETURNED. FOUND WIRES CHAFED AT PRESSURE SWITCH. REPAIRED								

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2310		BOEING 747SP38				ANTENNA 65B4051227	SEPARATED HF COMMUNICATION		3/30/97 AU970364
		(AUS) LH HF ANTENNA BROKE OFF							
2560		BOEING 747238B			7A112718	COVER 342	DAMAGED ESCAPE SLIDE		4/6/97 AU970367
		(AUS) RH NO3 MAIN ENTRY DOOR SLIDERAFT COVER MATERIAL TORN ALLOWING THE SLIDE PACK TO FALL FROM THE PACKBOARD - COVER MATERIAL WAS IN POOR CONDITION WITH EVIDENCE OF MOULD ON THE SURFACES							
2611		BOEING 747233B	PWA JT9D7			SMOKE DETECTOR	INTERMITTENT FWD CARGO		8/22/97 CA970905007
		(CAN) FORWARD CARGO FIRE LIGHT CAME ON IN FLIGHT. BOTH FIRE AGENTS DISCHARGED. FLIGHT DIVERTED. INSPECTED ON RUNWAY, NO FIRE. CHANGED MAIN AND ALTERNATE CARGO FIRE BOTTLES AND SQUIBS. FORWARD CARGO SMOKE DETECTORS AND NR1 AND NR2 SMOKE DETECTOR AMPLIFIER.							
2782		BOEING 747133	PWA JT9D7			ACTUATOR 65B803804	BROKEN NR 16 LE FLAP		7/26/97 CA970903015
		(CAN) ON LANDINAG AIRCRAFT HAD A BIRD STRIKE. NR15 LEADING EDGE FLAP BULLNOSE MINOR DENT AT OUTBOARD END. WHEN NR16 LEADING EDGE FLAP CONTACTED LEADING EDGE BULLNOSE TORN, HINGES BENT AND ACTUATOR LINK BROKEN. PARTS REPLACED.							
3244		BOEING 747133	PWA JT9D7			TIRE	BLOWN NR 11 & 12		8/18/97 CA970903018
		(CAN) ON TAKEOFF NR11 AND NR12 TIRES BLEW, REPLACED. RIGHT HAND (ADF) AUTOMATIC DIRECTION FINDER SENSE ANTEWNNA AND PANEL 194C REPLACED.							
3244		BOEING 747438				TYRE	SEPARATED MLG NR 9		3/22/97 AU970365
		(AUS) RH BODY LANDING GEAR NO9 TYRE TREAD SEPARATED - INVESTIGATION FOUND THE CARCASS TO BE INTACT AND STILL INFLATED - MINOR DAMAGETO DOOR ROD AND FIRE DETECTION WIRE							
3320		BOEING 747338				LIGHT 65B115210	SMOKING PASS COMPART		3/7/97 AU970362
		(AUS) CABIN SIDEWALL LIGHTING SYSTEM LIGHT TUBE TOMBSTONE LOCATED ATSEAT POSITION 30ABC SMOULDERING							
3340		BOEING 747133	PWA JT9D7			LENS 72300941	MISSING RT WING TIP		8/30/97 CA970922023
		(CAN) RIGHT HAND WING TIP NAVIGATION LIGHT LENS COVER MISSING.							
5330		BOEING 747312				SKIN	DEBONDED FUSELAGE MAIN PL		3/18/97 AU970425
		(AUS) SECTION 41 RHS SKIN PANELS DEBONDING IN TWO AREAS.							
5610		BOEING 747312				WINDOW	CRACKED FLIGHT COMPART		1/20/97 AU970423
		(AUS) COCKPIT WINDOW R3 LOCATED BEHIND FIRST OFFICER DELAMINATED AND THEN CRACKED							
2550		BOEING 767338				CONTAINER	LOOSE CARGO COMPART		3/24/97 AU970363
		(AUS) CARGO CONTAINERS (4OFF) IN AFT CARGO HOLD FORWARD OF THE CARGO HOLD DOOR WERE UNLOCKED ALLOWING MOVEMENT OF THE CONTAINERS - INVESTIGATION FOUND LOCKS TO BE SERVICEABLE - FLOOR LOCKS AT POSITIONS 41L AND 41R WERE NOT RAISED - PERSONNEL/MAINTENANCE ERROR							

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3140		BOEING 767375			6226088107	COMPUTER 6226088107	DEFECTIVE LT EICAS		8/11/97 CA970815001
(CAN) LEFT HAND EICAS DISAGREE MESSAGE ON TAXI. REPLACED.									
3230		BOEING 767277	GE CF680A			HYDRAULIC FUSE 2041561ANSETTSN	FAULTY RT MLG RETRACT		3/7/97 AU970481
(AUS) RH MAIN LANDING GEAR TRUCK POSITIONER `UP` LINE HYDRAULIC FUSE FAULTY									
3230		BOEING 767375				SENSOR 834802	INTERMITTENT NLG		8/13/97 CA970904012
(CAN) ON APPROACH WHEN GEAR SELECTED DOWN NOSE GEAR DID NOT EXTEND. GEAR LEVER CYCLED TO 'OFF' AND TO 'DOWN'. NOSE GEAR EXTENDED.									
3244		BOEING 767333	PWA PW4060			TIRE	SHREADED NR 2 MLG		8/31/97 CA970922024
(CAN) AIR TRAFFIC CONTROL REPORTED TIRE PIECES FOUND ON RUNWAY AFTER TAKEOFF. NR2 MAIN WHEEL CHANGED.									
5310		BOEING 767277	GE CF680A			FUSELAGE	CORRODED FUSELAGE STRUCT		2/28/97 AU970455
(AUS) FUSELAGE CONTAINED LEVEL 2 CORROSION - FOUND DURING INSPECTION									
3220		CESSNA 152			CESSNA 0442504201	NOSE FORK SK15011	CRACKED NLG RH SIDE	8406	7/22/96 CA960729012
(CAN) NOSE GEAR FORK FOUND CRACKED ON THE RIGHT HAND SIDE. CRACK APPROXIMATELY ONE INCH FRONT TO BACK									
3230		CESSNA R182		MCAULY B2D34C214		CAP ACTUATOR 12810181	LOOSE BOLTS LG PIVOT POINT	3581	7/26/96 CA960807009
(CAN) PILOT EXPERIENCED DIFFICULTIES IN MOVING LANDING GEAR SELECTOR DOWN. INVESTIGATION FOUND THREE OF THE 4 BOLTS LOOSE ON THE RETAINING CAP.									
3240		CESSNA 550	PWA JT15D4		BF GOODRICH 215286E	BRAKE STATOR 215286E	FRACTURED LT BRAKE	619	7/28/96 CA960807006
(CAN) LEFT HAND BRAKE STATOR LOCATED NEAREST THE PRESSURE PLATE FRACTURED IN MULTIPLE LOCATIONS AT THE RELIEF SLOTS/KEYWAYS. THE BROKEN SEGMENT OF THE ROTOR DROPPED DOWN AND JAMMED THE WHEEL.									
5530		CHRIS A1				TAIL STRUT 35250501	BROKEN THREADS		7/8/96 CA960802201
(CAN) PILOT NOTICED VIBRATION FROM THE TAIL SECTION AND LANDED WITHOUT INCIDENT. INVESTIGATION FOUND A BROKEN STRUT WIRE AND REPLACED IT. THE FLYING WIRE BROKE AT THE THREADS APPROXIMATELY 1.250 INCHES FROM THE END.									
2810		DHAV DHC6300	PWA PT6A27			FLAPPER VALVE C6PF11573	LEAKING NR5 CELL		9/2/97 CA970922027
(CAN) DURING CLIMB AFT FUEL LOW PRESSURE LIGHT CAME ON, FOLLOWED SHORTLY BY BOOST PUMP LOW PRESSURE. EMERGENCY BOOST SELECTED AND THIS WORKED TEMPORARILY TO RESTORE FUEL PRESSURE, BUT LOW PRESSURE LIGHTS CAME ON AGAIN WITH ERRATIC FUEL FLOW. LEFT ENGINE FLAMED OUT BECAUSE OF FUEL STARVATION. INSPECTION FOUND THE FLAPPER VALVE IN THE NR5 FUEL COLLECTOR CELL WAS LEAKING AS IT WAS WORN. IN VIEW OF LOW FUEL LOAD AND NOSE UP ATTITUDE, EXCESSIVE GRAVITY DRAINED NR5 CELL AND LIKELY CAUSED STARVATION. SB 6/269 WHICH COVERS FLAPPER MALFUNCTION, HAD BEEN DONE.									
2150		DHAV DHC8102	PWA PW120A			AIRCYLE MACHINE 78279010	FAILED CABIN COOLING SY		4/17/97 AU970452
(AUS) AIR CONDITIONING SYSTEM AIR CYCLE MACHINE FAULTY									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2720		DHAV DHC8311				PIVOT ASSEMBLY 82710019001	RESTRICTED RUDDER PEDAL		9/21/97 CA971007005
*****	(CAN) DURING THE TAKEOFF ROLL, AT APPROXIMATELY 80 KNOTS, THE RUDDER PEDALS BECAME RESTRICTED. TAKEOFF ABORTED. INSPECTION CARRIED OUT. PIVOT ASSEMBLY AND ASSOCIATED BUSHINGS WERE REPLACED.								
2750		DHAV DHC8102	PWA PW120A			SHAFT 85750362103	CORRODED FLAP CARRIAGE		10/8/97 CA971015011
	(CAN) LEFT INBOARD AND RIGHT INBOARD AND OUTBOARD FLAP CARRIAGE SHAFTS FOUND WITH INTERNAL CORROSION. SHAFTS REPLACED								
2750		DHAV DHC8102	PWA PW120A		SUNDSTRANDEM 745583A	FERRULES 0877	WORN FLAP DRIVE CABLE		10/2/97 CA971015010
	(CAN) A FAIR AMOUNT OF WEAR BEYOND LIMITS WAS FOUND ON THE END OF THE FERRULES OF THE SECONDARY FLAP DRIVES IT APPEARS THAT THE BEARINGS IN THE COUPLINGS ARE SPINNING AGAINST THE FERRULES AND CAUSING THE WEAR. IT WAS NOTED THAT SEVERAL OTHER SECTIONS OF THE SECONDARY DRIVE OUTER CASINGS HAVE THE SAME WEAR ON THE FERRULE END. THE WEAR LIMITS ARE ONLY .005. THE SUBMITTER EXPECTS TO SEE A LOT OF THESE IN THE FUTURE.								
2750		DHAV DHC8102	PWA PW120A		SUNDSTRANDAI 745583A	FERRULES 0877	CRACKED FLAP CABLE		10/2/97 CA971015009
	(CAN) THE OUTER CASING FOR THE CENTRE SECONDARY FLAP DRIVE CABLE WAS FOUND CRACKED AT THE FERRULES IN SEVERAL PLACES IN THE AREA OF THE SWAGES								
3213		DHAV DHC8102	PWA PW120A		MESSIER	STRUT 10100105	FAULTY MLG		4/7/97 AU970384
	(AUS) RH MAIN LANDING GEAR SHOCK STRUT OVEREXTENDED CAUSING TORQUE LINKS TO OVERCENTRE - SUSPECT CAUSED BY FAILURE OF OLEO EXTENSION STOPS OR DAMPER RING								
3231		DHAV DHC8102	PWA PW120A			LINE 82910010141	LEAKING NLG SEQ VALVE		9/26/97 CA971015004
	(CAN) HYDRAULIC LEAK FROM LANDING GEAR DOOR SEQUENCING VALVE IN NOSE GEAR AREA.								
3260		DHAV DHC8102	PWA PW120A			RELAYS VD4N	FAILED GEAR DOOR		8/27/97 CA970904009
	(CAN) ON DEPARTURE AND GEAR SELECTED UP. GEAR RETRACTED NORMALLY THEN GEAR DOOR LIGHTS FLICKERED AND STAYED ON. GEAR RECYCLED WITH SAME RESULTS. GEAR LOWERED MANUALLY AND AIRCRAFT RETURNED TO AIRPORT. RELAYS 3261-K9 AND 3261-K11 REPLACED. SECOND RELAY P/N DSC 182-2.								
5753		DHAV DHC8102	PWA PW120A			SHAFT 85750362103	CORRODED RT WING FLAP		9/30/97 CA971015006
	(CAN) RIGHT HAND WING INBOARD AND OUTBOARD FLAP TRACK ROLLER SHAFTS FOUND INTERNALLY CORRODED.								
2562		DIAMON DA20A1			EBC EBC102A	BATTERY	EXPIRED ELT		7/16/96 CA960802006
	(CAN) ELT WAS SIGNED OFF AS BEING TESTED ON 8 DECEMBER 1995. INSPECTION OF THE BATTERY INDICATED DUE DATE CHANGE OF JULY 1996. LESS THAN 7 MONTHS FROM SIGN OFF. ALSO THERE WERE NO INDICATION ON OUTSIDE OF THE ELT DRAWING ATTENTION TO DUE DATE.								
3234		EMB EMB120	PWA PW118A		EMB	SELECTOR 1203859400	FAULTY LANDING GEAR SEL		5/8/97 AU970485
	(AUS) LANDING GEAR SELECTOR FAULTY - SUSPECT CAUSED BY FAULTY MICRO SWITCHES								
3246		EMB EMB120	PWA PW118A	HAMSTD 14RF9	BFGOODRICH	WHEEL 300820	CRACKED WHEEL/SKI/FLOAT		4/19/97 AU970477
	(AUS) MAIN WHEEL ASSEMBLY INNER WHEEL HALF CONTAINED MULTIPLE CRACKS IN THE LOWER DRIVE LUGS - FOUND DURING FLUORESCENT DYE PENETRANT INSPECTION								

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7321		EMB EMB120	PWA PW118A			EEC 8004142003	FAULTY FUEL CONT EEC		4/30/97 AU970472
(AUS) LH ENGINE ELECTRONIC CONTROL (EEC) SUSPECT FAULTY									
7230		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652		BEARING 31033336	DISINTEGRATED TURB ENG COMP		4/30/97 AU970476
(AUS) ENGINE MAIN COMPRESSOR SHAFT BEARING DISINTEGRATED - METAL CONTAMINATION OF OIL SYSTEM									
7260		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652	GARRTT GEAR	BEARING 31030351	DISINTEGRATED ENG ACESSORY BOX		4/22/97 AU970475
(AUS) ENGINE ACCESSORY GEARBOX BEARING CAGE DISINTEGRATED - METAL CONTAMINATION OF CHIP DETECTOR									
7322		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652	GARRTT	VALVE 8974575	FAULTY FUEL CONTROL		4/25/97 607 AU970440
(AUS) LH ENGINE TEMPERATURE LIMITER BYPASS VALVE FAULTY									
5346		PIPER PA31350				BRACKET LW18759	BROKEN ENG ATTACHMENT		7/11/96 CA960808002
(CAN) DURING INSPECITON, BRACKET WAS FOUND BROKEN AT ENGINE ATTACHMENT POINT.									
7120		PIPER PA31350	LYC TIO540J2BD			BRACKET LW18759	BROKEN ENGINE ATTACHMNT		7/14/96 CA960808003
(CAN) DURING INSPECTION THE BRACKET WAS FOUND BROKEN AT THE ENGINE ATTACHMENT POINTS.									
2611		SAAB 340B	GE CT79B	ROTOL R3754123F21		SMOKE DETECTOR 72111211000	ACTIVATION SMOKE DETECTION		4/3/97 AU970354
(AUS) CARGO COMPARTMENT SMOKE DETECTORS GIVING FALSE WARNING -INVESTIGATION FOUND NO EVIDENCE OF FIRE OR SMOKE - SUSPECT CAUSED BY FAILING FLUORESCENT LAMPS IN THE TOILET AREA									
6120		SAAB 340B	GE CT79B	ROTOL R3904123F27		HARNESS 6068TS4PO1	FAULTY PROP CONTROL		4/12/97 AU970347
(AUS) LH PROPELLER CONTROL HARNESS FAULTY									
2910		SWRNGN SA226TC	GARRTT TPE33110UA			LINE	CRACKED RH WHEEL WELL	31233	10/6/97 CA971014002
(CAN) FLIGHT CREW REPORTED A TOTAL HYDRAULIC FAILURE. MAINTENANCE CREW FOUND A LOOSE HYDRAULIC FITTING AND CRACKED LINE. PART NUMBER OF LINE NOT IDENTIFIED IN IPC. IT IS THE LINE THAT TERMINATES IN A 'T' BEFORE TWO FLEX LINES FOR THE DOWN ACTUATION OF THE MLG ACTUATORS.									
3520		SWRNGN SA226TC	GARRTT TPE3313UW			LINE 44SN14	MELTED AFT CABIN	26449	9/24/97 CA971003003
(CAN) DURING ROUTINE INSPECTION OF OXYGEN SYSTEM IN AFT CABIN SIDE WALL SUBMITTER FOUND THAT A SECTION OF PLASTIC OXYGEN LINE NEAR THE BACK OF THE CABIN WAS FOUND MELTED. IN ADDITION, A SMALL SPOT WAS ALSO FOUND AT MID CABIN ON LEFT SIDE. SUBMITTER SUSPECTS THAT MELTING WAS CAUSED BY RAPID OXIDIZATION OF UNKNOWN CONTAMINENT IN THE LINES. THIS COULD HAVE OCCURRED WITH PRESSURIZATION OF THE LINES DURING TEST OR EMERGENCY USE OF OXYGEN. ALL PLASTIC LINES TO BE REPLACED.									

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5210		SWRNGN		ROTOL		DIAPHRAGM	BLOCKED		9/18/97
		SA227AC		R321482F8			DOOR SEAL		CA970926005
*****	(CAN) CREW UNABLE TO OPEN THE PASSENGER DOOR AND HAD TO LEAVE AIRCRAFT VIA ONE OF THE OVERWING EMERGENCY EXITS. AFTER A BRIEF PERIOD CREW WERE ABLE TO OPEN DOOR. INSPECTION FOUND THE DOOR LOCK SAFETY HOOK ACTUATING DIAPHRAGM AMBIENT AIR PRESSURE REFERENCE ORIFICE WAS PARTIALLY BLOCKED BY DEBRIS CREATED WHEN THE DOOR WAS BEING PREPARED PREVIOUSLY FOR PAINTING. THIS REFERENCE ORIFICE ENABLES THE LOCK ACTUATING DIAPHRAGM TO REASSERT ITSELF AFTER AIRCRAFT PRESSURIZATION AIR, AND DOOR SEAL PRESSURE IS RELIEVED ON LANDING TOUCH DOWN. THIS RELIEVES THE DOOR LOCK SAFETY HOOK AND ALLOWS THE DOOR TO BE OPENED.								
7120		SWRNGN	GARRTT	ROTOL		TRUSS	CRACKED		3/19/97
		SA227AT	TPE33111U	R321482F8		2762114081	ENGINE MOUNT SEC		AU970339
*****	(AUS) ENGINE MOUNT ASSEMBLY CRACKED BETWEEN TWO WELDED SEAMS IN AREA OF UPPER REAR CLUSTER								

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	12	6	1	7	1	11	0	38
	CA	0	15	16	0	5	0	3	1	40
AALA	SW 07	0	2	16	0	38	0	0	0	56
ABXA	GL 23	0	0	1	0	41	0	0	0	42
AOQA	EA 11	0	1	0	0	0	0	0	0	1
ARWA	SO 19	0	0	1	0	0	0	1	0	2
ASAA	NM 01	0	0	0	0	5	0	0	0	5
BSYA	GL 07	0	1	2	0	0	0	0	1	4
C2XA	SW 09	0	0	0	0	1	0	3	0	4
C8GA	SO 15	0	0	0	0	0	0	1	0	1
CALA	SW 09	0	3	3	0	57	0	1	0	64
CKSA	GL 23	0	0	1	0	1	0	1	0	3
CLCA	SO 19	0	0	0	0	0	0	1	0	1
CNMA	SW 15	0	2	0	0	0	0	0	0	2
COMA	SO 01	0	1	11	1	5	0	0	0	18
DALA	SO 27	0	7	9	0	37	0	0	0	53
DHLA	SO 01	0	0	1	0	0	0	0	0	1
EISA	SW 07	0	1	3	0	1	0	0	0	5
ENFA	AL 03	0	0	0	0	0	0	0	1	1
F3LA	NM 03	0	0	2	0	0	0	0	0	2
FDEA	SO 25	0	0	2	0	3	0	1	0	6
GAIA	SW 07	0	1	1	0	8	0	0	0	10
GLBA	CE 01	0	1	0	0	1	0	0	0	2
HEEA	SW 03	0	1	2	0	0	0	0	0	3
IPXA	SO 01	0	0	3	0	2	0	0	0	5
IXAA	GL 23	0	1	0	0	0	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
JDWA	CE 09	0	0	0	0	0	0	0	1	1
JJBA	EA 01	0	2	1	0	0	1	1	0	5
JO1R	EA 25	0	0	1	0	0	0	0	0	1
K3HA	EA 25	0	0	5	0	0	0	1	0	6
LR7A	AL 03	0	0	0	0	0	0	1	0	1
MALA	GL 15	0	0	9	0	0	0	2	0	11
MASA	SW 07	1	0	4	0	6	1	0	0	12
MEJA	SW 17	0	0	1	0	0	1	2	0	4
MWEA	GL 31	0	0	4	0	4	0	1	0	9
MYWA	SO 19	0	0	1	0	0	0	0	0	1
MZ4R	SO 17	0	0	0	0	1	0	0	0	1
NVEA	SO 03	0	0	0	0	0	0	1	0	1
NWAA	GL 01	0	2	12	1	0	0	3	1	19
ORJA	WP 11	0	0	0	0	0	0	2	0	2
P2EA	CE 05	0	1	3	0	2	0	0	0	6
P5CA	WP 23	0	2	0	0	5	0	0	0	7
PLGA	NE 05	0	0	0	0	0	0	2	0	2
QXEA	NM 09	0	1	10	0	51	1	3	0	66
RAAA	AL 03	0	0	10	0	1	0	0	0	11
RAIA	CE 03	0	0	1	0	0	0	1	0	2
RIVA	SO 17	0	1	0	0	0	0	0	0	1
RRXA	WP 15	0	0	0	0	1	0	0	0	1
SABA	SO 33	0	0	0	0	0	1	0	0	1
SCNA	GL 15	0	0	0	0	0	0	1	0	1
SIMA	SW 21	0	1	4	0	0	0	0	0	5
SRAA	GL 23	0	0	1	0	0	0	1	0	2
SWAA	SW 07	0	1	4	0	0	0	1	0	6

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
TC8A	GL 23	0	0	0	0	0	0	1	0	1
TSAA	WP 13	0	0	5	0	4	0	0	0	9
TWAA	CE 05	0	5	6	0	6	0	2	0	19
TWRA	EA 15	0	3	1	0	1	0	0	0	5
USAA	EA 19	0	3	17	0	18	0	2	0	40
USVA	SO 11	0	0	1	0	0	0	0	0	1
VJ6A	SO 11	0	1	4	0	0	0	0	0	5
VNNA	GL 07	0	0	2	0	0	0	0	0	2
VTZA	EA 27	0	0	0	0	0	0	2	0	2
W8PA	NM 03	0	0	3	0	0	0	0	0	3
WTAA	WP 17	0	0	0	0	1	0	2	0	3
WWMA	WP 15	0	3	3	0	0	0	0	0	6
Y2PA	GL 23	0	0	0	0	0	0	2	0	2
TOTALS		1	75	193	3	313	6	57	5	653

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
AEROSP	ATR42300	0	0	0	0	0	0	1	0	1
AEROSP	ATR72202	0	0	1	0	0	0	0	0	1
AEROSP	ATR72212	0	0	4	0	0	0	0	0	4
AIRBUS	A300B4203	0	1	0	0	0	0	0	0	1
AIRBUS	A300B4605R	0	1	0	0	17	0	0	0	18
AIRBUS	A320211	0	1	0	0	0	0	0	0	1
AIRBUS	A320212	0	0	2	0	0	0	0	0	2
AIRBUS	A320212	0	0	0	0	1	0	0	0	1
AMD	FALCON20C5	0	0	0	0	0	0	2	0	2
BAC	146200A	0	0	0	0	0	0	2	0	2
BAC	146300A	0	0	0	0	1	0	0	0	1
BAG	JETSTM3101	0	0	0	0	0	1	2	0	3
BAG	JETSTM3201	0	0	0	0	0	0	2	0	2
BEECH	100BEECH	0	1	0	0	0	0	1	0	2
BEECH	1900C	0	2	0	0	0	0	0	0	2
BEECH	1900D	1	3	2	0	7	2	1	0	16
BEECH	200CBEECH	0	1	2	0	0	0	0	0	3
BEECH	400A	0	0	0	0	1	0	0	0	1
BEECH	58	0	1	1	0	0	0	0	1	3
BEECH	A100	0	0	1	0	0	0	0	0	1
BOEING	707330C	0	0	0	0	0	0	1	0	1
BOEING	727171C	0	4	0	0	1	0	0	0	5
BOEING	7271A7C	0	0	2	0	0	0	0	0	2
BOEING	727223	0	0	7	0	0	0	0	0	7
BOEING	727224	0	0	1	0	10	0	1	0	12
BOEING	727225	0	1	7	0	2	0	1	0	11
BOEING	727227	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727228	0	0	1	0	0	0	0	0	1
BOEING	72722C	0	0	10	0	0	0	0	0	10
BOEING	727230	0	0	0	0	0	0	1	0	1
BOEING	727231	0	1	3	0	1	0	1	0	6
BOEING	727232	0	2	3	0	26	0	0	0	31
BOEING	727247	0	1	2	0	1	0	0	0	4
BOEING	72724C	0	0	1	0	0	0	0	0	1
BOEING	727251	0	1	0	0	4	0	0	0	5
BOEING	727277	0	0	1	0	0	0	1	0	2
BOEING	727277	0	0	0	0	1	0	2	0	3
BOEING	72727C	0	0	0	0	3	0	0	0	3
BOEING	727282	0	0	0	0	0	0	1	0	1
BOEING	7272Q8	0	1	0	0	0	0	0	0	1
BOEING	7272S7	0	0	1	0	0	0	0	0	1
BOEING	737201	0	3	1	0	8	0	2	0	14
BOEING	737205	0	0	2	0	0	0	0	0	2
BOEING	737217	0	0	2	0	0	0	0	1	3
BOEING	737222	0	0	1	0	0	0	0	0	1
BOEING	737244	0	1	0	0	0	0	0	0	1
BOEING	737247	0	1	0	0	0	0	0	0	1
BOEING	73725A	0	0	1	0	0	0	0	0	1
BOEING	737275	0	1	1	0	0	0	0	0	2
BOEING	737281	0	0	0	0	2	0	0	0	2
BOEING	7372B7	0	0	2	0	2	0	0	0	4
BOEING	7372H4	0	0	1	0	0	0	0	0	1
BOEING	7372Q9	0	0	2	0	0	0	0	0	2
BOEING	7372S2C	0	0	0	0	4	0	0	0	4

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7372Y5	0	0	2	0	0	0	0	0	2
BOEING	737301	0	0	1	0	4	0	0	0	5
BOEING	73733A	0	0	0	0	1	0	0	0	1
BOEING	737376	0	1	0	1	0	0	0	0	2
BOEING	737377	0	1	0	0	0	0	2	0	3
BOEING	7373B7	0	0	3	0	3	0	0	0	6
BOEING	7373H4	0	1	1	0	0	0	1	0	3
BOEING	7373M8	0	0	2	0	0	0	0	0	2
BOEING	7373Q8	0	0	2	0	0	0	0	0	2
BOEING	7373T0	0	0	0	0	1	0	0	0	1
BOEING	737401	0	0	1	0	0	0	0	0	1
BOEING	737476	0	2	0	0	0	0	0	0	2
BOEING	7374B7	0	0	0	0	1	0	0	0	1
BOEING	7375H4	0	0	1	0	0	0	0	0	1
BOEING	747121	0	1	1	0	1	0	0	0	3
BOEING	747122	0	1	0	0	1	0	0	0	2
BOEING	747124	0	2	0	0	1	0	0	0	3
BOEING	747128	0	0	0	0	3	0	0	0	3
BOEING	747133	0	1	2	0	0	0	0	0	3
BOEING	747146	0	0	0	0	0	0	1	0	1
BOEING	747233B	0	1	0	0	0	0	0	0	1
BOEING	747238B	0	1	0	0	0	0	0	0	1
BOEING	747246F	0	0	0	0	0	0	1	0	1
BOEING	747251B	0	0	1	0	0	0	0	0	1
BOEING	747283B	0	1	0	0	1	0	0	0	2
BOEING	747312	0	0	0	0	2	0	0	0	2
BOEING	747338	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747438	0	0	1	0	0	0	0	0	1
BOEING	747451	0	0	2	0	0	0	0	0	2
BOEING	747SP38	0	1	0	0	0	0	0	0	1
BOEING	757223	0	0	1	0	1	0	0	0	2
BOEING	757232	0	0	1	0	0	0	0	0	1
BOEING	757251	0	1	0	0	0	0	0	0	1
BOEING	7572B7	0	0	5	0	0	0	0	0	5
BOEING	767201	0	0	1	0	0	0	0	0	1
BOEING	767223	0	0	2	0	0	0	0	0	2
BOEING	767231	0	1	1	0	0	0	0	0	2
BOEING	767277	0	0	1	0	1	0	0	0	2
BOEING	767323	0	0	1	0	10	0	0	0	11
BOEING	767330	0	0	1	0	0	0	0	0	1
BOEING	767332	0	1	0	0	0	0	0	0	1
BOEING	767333	0	0	1	0	0	0	0	0	1
BOEING	767338	0	1	0	0	0	0	0	0	1
BOEING	767375	0	0	2	0	0	0	0	0	2
BOEING	7673P6	0	1	0	0	0	0	0	0	1
BRAERO	HS125700A	0	1	0	0	0	0	0	0	1
CESSNA	152	0	0	1	0	0	0	0	0	1
CESSNA	550	0	0	1	0	0	0	0	0	1
CESSNA	R182	0	0	1	0	0	0	0	0	1
CHRIS	A1	0	0	0	0	1	0	0	0	1
CNDAIR	CL6001A11	0	0	1	0	0	0	0	0	1
CNDAIR	CL6002B19	0	1	7	1	1	0	0	0	10
CVAC	240D	0	1	0	0	0	0	0	0	1
DHAV	DHC3	0	0	0	0	0	0	0	1	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DHAV	DHC6300	0	1	0	0	0	0	0	0	1
DHAV	DHC8102	0	4	7	0	7	0	1	0	19
DHAV	DHC8102	0	1	1	0	0	0	0	0	2
DHAV	DHC8202	0	0	4	0	0	1	1	0	6
DHAV	DHC8311	0	1	0	0	0	0	0	0	1
DIAMON	DA20A1	0	1	0	0	0	0	0	0	1
DORNER	DO328100	0	0	2	0	0	0	0	0	2
DOUG	DC1010	0	2	0	0	6	0	0	0	8
DOUG	DC1030	0	1	2	0	17	0	0	0	20
DOUG	DC1040	0	0	0	1	0	0	1	1	3
DOUG	DC862	0	1	1	0	0	0	0	0	2
DOUG	DC863F	0	0	1	0	2	0	1	0	4
DOUG	DC871F	0	0	1	0	1	0	0	0	2
DOUG	DC873F	0	0	1	0	0	0	0	0	1
DOUG	DC8F55	0	0	0	0	0	0	1	0	1
DOUG	DC914	0	0	1	0	1	0	0	0	2
DOUG	DC915	0	1	1	0	1	0	0	0	3
DOUG	DC915F	0	0	0	0	4	0	0	0	4
DOUG	DC931	0	0	5	0	13	0	1	0	19
DOUG	DC932	0	2	8	0	48	0	1	0	59
DOUG	DC941	0	0	1	0	9	0	0	0	10
DOUG	DC951	0	0	3	0	0	0	1	0	4
DOUG	DC981	0	0	0	0	1	0	0	0	1
DOUG	DC982	0	1	9	0	6	0	0	0	16
DOUG	DC983	0	0	0	0	3	0	2	0	5
DOUG	DC987	0	0	0	0	0	0	1	0	1
DOUG	MD11	0	1	0	0	1	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
DOUG	MD88	0	2	0	0	8	0	0	0	10
EMB	EMB120	0	0	2	0	0	0	1	0	3
EMB	EMB120ER	0	0	0	0	1	0	0	0	1
EMB	EMB120RT	0	0	4	0	4	0	0	0	8
EMB	EMB145	0	0	0	0	1	0	3	0	4
FOKKER	F28MK0100	0	0	3	0	0	0	0	0	3
FOKKER	F28MK1000	0	0	1	0	0	0	0	0	1
FOKKER	F28MK4000	0	0	7	0	45	0	1	0	53
FRCHLD	SA227DC	0	0	0	0	0	0	3	0	3
GULSTM	680FL	0	0	0	0	0	0	0	1	1
JETAIR	JETSTM4101	0	0	0	0	0	0	1	0	1
LEAR	35A	0	0	1	0	0	0	0	0	1
LKHEED	10113851	0	0	1	0	0	0	0	0	1
LKHEED	1011385115	0	0	0	0	6	0	0	0	6
LKHEED	10113853	0	0	1	0	0	0	0	0	1
LKHEED	188C	0	0	1	0	1	0	1	0	3
PIPER	PA31350	0	0	0	0	1	0	1	0	2
SAAB	340B	0	4	5	0	0	0	2	0	11
SAAB	340B	0	1	0	0	0	1	0	0	2
SAAB	SF340A	0	0	3	0	0	0	2	0	5
SWRNGN	SA226TC	0	1	1	0	0	1	1	0	4
SWRNGN	SA227AC	0	0	1	0	1	0	1	0	3
SWRNGN	SA227AT	0	0	0	0	0	0	1	0	1
TOTALS		1	75	193	3	313	6	57	5	653

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR

12/14/97 To 12/20/97 ISSUE: 97-51 ZAC-326

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AOQA	EXECUTIVE FLITEWAYS INC	EA11
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
BSYA	NEW CREATIONS INC	GL07
C2XA	CONTINENTAL EXPRESS INC	SW09
C8GA	CAPITAL CARGO INTERNATIONAL	SO15
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
CLCA	CHALLENGE AIR CARGO INC	SO19
CNMA	OMNI AIR EXPRESS INC	SW15
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
GAIA	KITTY HAWK AIRCARGO INC	SW07
GLBA	GREAT LAKES AVIATION LTD	CE01
IPXA	UNITED PARCEL SERVICE CO	SO01
IXAA	Unknown	GL23
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
JO1R	UNION CAMP CORP	EA25
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
LR7A	LYNDEN AIR CARGO	AL03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MEJA	MERLIN EXPRESS INC	SW17
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MYWA	MIAMI AIR INTERNATIONAL INC	SO19
MZ4R	RAYTHEON AIRCRAFT SERVICES INC	SO17
NVEA	FLAGSHIP AIRLINES INC	SO03
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P2EA	VANGUARD AIRLINES INC	CE05

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
P5CA	POLAR AIR CARGO INC	WP23
PLGA	BUSINESS EXPRESS INC	NE05
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
RIVA	CARNIVAL AIR LINES INC	SO17
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SABA	CCAIR INC	SO33
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SRAA	SOUTHERN AIR TRANSPORT INC	GL23
SWAA	SOUTHWEST AIRLINES CO	SW07
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
USAA	USAIR INC	EA19
USVA	NATIONS AIR EXPRESS INC	SO11
VJ6A	VALUJET AIRLINES INC	SO11
VNNA	Unknown	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
Y2PA	USA JET AIRLINES INC	GL23

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data System Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.